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No. 21,324 號四拾貳千叁百式拾第 日六初月拾年寅丙 HONGKONG, WEDNESDAY, NOVEMBER 10TH, 1926. 叁拜禮 號十月壹拾年五十國十華中民 PRICE: $3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

			O				E	O	E		
	A.M.	A.M.	A.M.	A.M.	A.M.	Noon	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	6.40	8.05	8.30	9.15	10.30	12.00	1.15	3.33	4.35	5.29	7.21
Yaumati ...Dep.	6.50	—	—	9.24	10.39	12.09	1.24	2.31	4.44	5.38	7.30
Shatin ...Dep.	7.03	—	—	9.36	10.51	12.21	1.36	2.43	4.56	5.51	7.42
Taipo ...Dep.	7.16	—	—	9.49	11.04	12.34	1.49	2.56	5.09	6.04	7.55
TaipoMarket Dep.	7.21	—	—	9.53	11.08	12.38	1.53	3.00	5.13	6.08	7.59
Fanling ...Dep.	7.32	—	—	10.03	11.18	12.48	2.03	3.11	5.24	6.19	8.09
Sheungshui..Dep.	7.36	—	9.07	10.07	11.22	12.52	2.07	3.15	5.28	6.23	8.13
Shumchum ...Arr.	7.43	8.45	9 13	10.13	11.28	12.58	2.13	3.21	5.34	6.29	8.19
Canton ...Arr.	—	12.20	—	5.20	—	—	—	—	—	—	—

	E						E	O	O		
	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Canton ...Dep.	—	—	—	—	—	8.45	—	—	—	—	3.00
Shumchun ...Dep.	7.19	8.06	10.38	11.40	3.00	4.17	5.13	5 20	5.40	6.08	6.40
Sheungshui...Dep.	7.26	8.13	10.45	11.47	3.07	4.24	5.20	5.27	5.47	6.15	—
Fanling ...Dep.	7.31	8.17	10.49	11.51	3.11	4.28	5.24	—	5.51	6.19	—
TaipoMarket Dep.	7.41	8.27	10.59	12.02	3.21	4.38	5.34	—	6.01	6.29	—
Taipo ...Dep.	7.45	8.32	11.04	12.07	3.25	4.42	5.38	—	6.05	6.33	—
Shatin ...Dep.	7.58	8.45	11.17	12.21	3.38	4.56	5.51	—	6.18	6.46	—
Yaumati ...Dep.	8.12	8.57	11.29	12.33	3.50	5.09	6.03	—	6.30	6.58	—
Kowloon ...Arr.	8.20	9.05	11.37	12.41	3.58	5.16	6.11	6.04	6.38	7.06	7.20

SHA TAU KOK BRANCH.

			E	O		
		A.M.	A.M.	P.M.	P.M.	P.M.
Fanling		7.45	11.30	2.20	3.20	6.25
Shataukok		8.40	12.25	3.15	4.15	7.20
				E	O	E	O
		A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shataukok		6.30	10.15	1.05	2.05	5.00	5.15
Fanling		7.25	11.10	2.00	3.00	5.55	6.10

E=SUNDAYS AND PUBLIC HOLIDAYS EXCEPTED.
O=SUNDAYS AND PUBLIC HOLIDAYS ONLY.

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SATURDAY, 13TH at 3 A.M., and from Canton at 2 P.M. Same Day.

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THE UNIVERSITY OF HONGKONG.

DISTINGUISHED SCIENTIST'S VIEWS.

A SCHOOL OF LEARNING AND CHARACTER TRAINING.

In view of criticisms, favourable and unfavourable, often expressed locally of Hongkong University, it is interesting to hear the opinion of a distinguished British authority, Sir Arthur Shipley, G.B.E., F.R.S., expressed in the October Number of *Discovery*, a London "popular journal of knowledge," which includes a number of very well known names in the scientific world among its contributors. It may be recalled, that during the recent Budget debate in the local Legislative Council, that H.E. the Governor (Sir Cecil Clementi, K.C.M.G.) stressed the need of introducing into Hongkong something of the British public school spirit and declared himself fully satisfied with the return for money spent on education. In reply, an "Old Resident" maintained in our columns that there was no call for the University, that secondary schools would be of more value and that Government aid alone had saved it from dying of inanition.

China and the Outside World.

Sir Arthur Shipley, viewing the Chinese problem from an Imperial, even a world-wide standpoint, takes a different line in the course of his article, from which we give the following extracts:

The troubled state of affairs in China has been, to a great extent, fostered and promoted by the student body, most of whom have been educated in China. The sudden breaking-down of the old classical education and the substitution of modern Western teaching has proved too much for them, and they have broken loose in a manner which, to put it at the best, has done no good to their country. It is satisfactory to find that the students of the Hongkong University have proved in every way loyal to the treaty engagements that the Chinese have made with other countries, and have taken no part in disturbances which have done so much to bring ruin to what was once a great country.

Object and Constitution.

The University of Hongkong was incorporated in 1911, and opened the following year as a resident university for students of both sexes. Its object as set out by ordinance, is "the promotion of art, science, and learning, the provision of higher education, the conferring of degrees, the development and formation of the character of students of all races, nationalities, and creeds, and the maintenance of good understanding with the neighbouring country of China." This last sentence is perhaps the most important thing for which the University stands.

There are three faculties—medicine, with a five-years' course; engineering, with a four-years' course; and arts, which also extends over four years. This latter course it was hoped would train men for the higher grades of the Chinese Civil Service but, owing to the unsettled conditions which have for so long prevailed in the Republic, little success can be claimed on these lines. The standard of the degree is high, as high as that of the universities of Great Britain, and in the examinations external examiners are most wisely associated with the teachers. The general course is modified, both in the curriculum and in the treatment of the subjects, to adapt it to the national intellectual outlook of the Chinese student, and the whole institution is intended as a contribution to the intellectual progress of China from a British colony whose prosperity depends on international trade, and can only prosper in an atmosphere of mutual understanding.

The cosmopolitan spirit of the place is reflected in the various nationalities of the undergraduate body. The majority are naturally Chinese, and of these a large number come from Hongkong and the Straits Settlements; some come from the north, centre and west of China, and were things more settled undoubtedly these numbers would increase; other Chinese come from Australasia and the Dutch East Indies, and Ceylon, and there is a sprinkling of students of pure British descent, and also of Portuguese, Japanese, and other Eastern peoples. There are three university hostels, which are supplemented by two similar institutions maintained by different missionary bodies. At present the five hostels in existence are full. Each student has a room to himself, and each building is in charge of a warden, with whom are associated an elected committee of students. The hostels are two-storied with peep verandahs on all sides. There are also houses for the Principal of the University and for the various Professors.

Centre of Anglo-Chinese Contact.

The staff is very efficient, but far too small, and they consequently have to do too much teaching, which leaves but little time for study and research.

Sir Frederick Lugard who, with the aid of others, was the main instrument in the foundation of this outpost university of the Empire, intended and hoped that it would form a centre of friendly contact between the great Chinese Republic and the scattered British Empire. In a speech on the opening day, he said:—

My conception, then, of this scheme is that it shall stand as a proof that the citizens of a British colony are not solely engrossed in the pursuit of wealth, but that they realize the obligations which lie upon them to extend to subject races and to neighbouring and friendly peoples the benefits which the energy of their forefathers have conferred upon themselves. That Hongkong shall lead the way among Crown colonies is proving anew that the British Empire is not merely a vast trading corporation, but has still the sacred fire of imperial responsibility and is content to cast its bread upon the waters, without looking to immediate gain, assured that it will return after many days.

By these means and by the selection of the very best men for the staff, together with the collateral assistance of the Chinese gentry and of various associations and missions, we have to ensure that the best possible tone and feeling shall exist among the undergraduates and that the university shall never be open to the reproach that it provides a secular and materialistic education to the neglect of what is infinitely more important—character, integrity, and the standard of life.

Chinese Support.

Just at present perhaps, Sir Arthur Shipley frankly admits, these hopes are not being realized, but as they have been in India so in China, in time, things will become better, and the younger amongst us may live to see this hope and inspiration of Sir Frederick Lugard realized in full. In the picturesque language of his Excellency Wei Han:—

A university in Hongkong is welcomed by the Chinese. It will be a nearby tree of knowledge from which the leaves of learning may easily be plucked and passed from hand to hand among the people of the Southern provinces of China; it will afford the grateful shade of erudition to the young men of China who may not be able to go farther afield for it; and it will by its benefits swiftly convince the still unconvinced among the Chinese that education is a mighty factor in promoting national greatness, and the only fulcrum that can be used with any chance of success in levering the people as a whole to the plane of enlightened and progressive life that should be lived. For these reasons a university in Hongkong is appreciated and supported by the thinking section of the Chinese, and their Excellencies the Viceroys join with that section of their countrymen in wishing lasting good and future greatness to the university, as well as sound and enduring good from it to Hongkong and China.

£20,000 PICTURE FIND.

BROKEN CORD REVEALS AN UNKNOWN HOLBEIN.

A picture possibly worth £20,000, believed to be the work of Holbein, has come into the possession of a London artist in a romantic way.

It is now in the studio of Mr. Nico Jungman, an artist who undertakes the *restoration of the works of old masters*, at Edwardes-square Studios, Kensington. It was taken to him by a workman who bought the picture in a market. The purchased picture was a copy of the head of an angel after Correggio, and this was taken home and hung. Later on the cord broke and the picture was smashed into two pieces. This disclosed another picture at the back.

The removal of a piece of canvas finally revealed a picture of Bloody Mary. In her right hand is a red carnation. The face is quite clear.

Mr. Jungman is convinced that he has discovered a Holbein panel that was possibly stolen from a royal palace or gallery and then concealed by means of the canvas.

THE WEEK'S DIARY.

To-day.

Extraordinary General Meeting Bank of Canton, 2 p.m.

Hongkong Hotel ten dance, 4.30 p.m.

Hockey: University "I." v. R.A. Marina ground, 4.30 p.m.

Baseball Association Committee Meeting, American Consulate-General, 5.15 p.m.

Queen's Theatre: "The Poverty of Riches."

World Theatre: "When the Door Opened."

Star Theatre: "Fascination."

Principal Mails:—Outward: Europe *viâ* Vancouver and *viâ* Siberia (*Empress of Russia*), 5 p.m.

Thursday.

Armistice Day: Commemoration Services at St. Johns Cathedral and Peak Church. At 7.45 a.m. Holy Communion. At St. Johns Cathedral at 9.45 a.m. to 10.30 Special Service, Sermon by the Bishop. Collection for St. Dunstans Home for Blind Soldiers and Sailors; Cenotaph Service and wreath laying, 11 a.m.; Poppy Day Collection; Auction of Poppy Day Bill and Raffles at K.C.C.; Annual Dinner Ex-Active Service Men's Association H.V.D.C. Headquarters, 8 p.m.; Armistice Carnival Dance at V.R.C., 9 p.m. (Proceeds for Earl Haig's Fund).

Shanghai Interport Cricket Team arrive.

New Club House, opens at Kowloon Golf Club: K.G.C. v. Y.M.C.A. (Kowloon).

Cricket: Friendly Matches.

Charity Football: "The Services" v. "The Rest" (Happy Valley), 4 p.m.

Hongkong Hotel tea dance, 4.30 p.m.

Queen's Theatre: "The Monster."

World Theatre: "When the Door Opened."

Star Theatre: "Bobbed Hair."

Principal Mails:—Inward: U.S.A., etc., and Europe *viâ* Siberia *President Pierce*.

Friday.

Extraordinary General Mtg. China Provident Loan and Mortgage Co., Ltd. (St. George's Building), 11 a.m.

Adjourned 29th Ord. General Mtg. China Provident Loan and Mortgage Co., Ltd. (St. George's Building), 11.30 a.m.

Xmas and New Year Parcel Mail closes at G.P.O., 5 p.m.

Hongkong Hotel tea dance, 4.30 p.m.

Invitation Concert, St. John's Cathedral Hall, by Mr. F. Mason's pupils, 9 p.m.

Queen's Theatre: "The Monster."

World Theatre "Stella Maris."

Star Theatre: "Bobbed Hair."

Principal Mails:—Inward: Europe *viâ* Suez (*Delta*). Outward: U.S.A., Canada and Europe *viâ* America and Siberia (*President Grant*), 3.30 p.m.

Saturday.

Interport Cricket: Hongkong *v.* Shanghai, H.K.C.C. ground (first day).

6th Extra Race Meeting Entries Close, noon.

Football and Cricket (details in Saturday's paper).

Hongkong Hotel tea dance, 4.30 p.m.

Carnival dance at Hongkong Hotel.

A.D.C. "Dramatic Medley" at Theatre Royal, 9.30 p.m.

Queen's Theatre: "The Monster."

World Theatre "Stella Maris."

Star Theatre: "Bobbed Hair."

Principal Mails:—Outward: Europe *viâ* Marseilles (*Mantua*), 10.30 a.m.

Sunday.

St. John Ambulance Brigade Annual Swimming Sports, V.R.C.

Shanghai Interport Cricket Team entertained at Shek O.

Queen's Theatre: "Yolanda."

Monday.

Interport Cricket: H.K. *v.* Shanghai, H.K.C.C. ground (second day).

H.K. Hide and Leather Co., Mtg., City Hall, 2.30 p.m.

(*Continued on previous column*).

V.D.A. "at Home" and addresses, Helena May Institute, 4.30 p.m. to 6.15 p.m.

Mr. Harry Ore's pupils recital, City Hall, 5.30 p.m.

A.D.C. "Dramatic Medley," Theatre Royal, 9.30 p.m.

Queen's Theatre: "Yolanda."

Principal Mails:—Inward: U.S.A., Canada, etc. (*President Madison*).

Tuesday.

Interport Cricket: H.K. *v.* Shanghai, H.K.C.C. ground (third and last day).

Sanitary Board Mtg., 4.15 p.m.

H.K. Hotel tea dance, 4.30 p.m.

Extraordinary General Mtg. H.K. Boxing Association, J. M. & Co., 5.30 p.m.

Interport Cricket Dinner H.K. Club.

A.D.C. "Dramatic Medley," Theatre Royal, 9.30 p.m.

Queen's Theatre: "Yolanda."

To Secretaries.

[Secretaries of clubs and associations, etc., are kindly requested to forward any forthcoming events to the Diary Editor for inclusion in the above column, which it is our endeavour to keep as correct and up-to-date as possible.]

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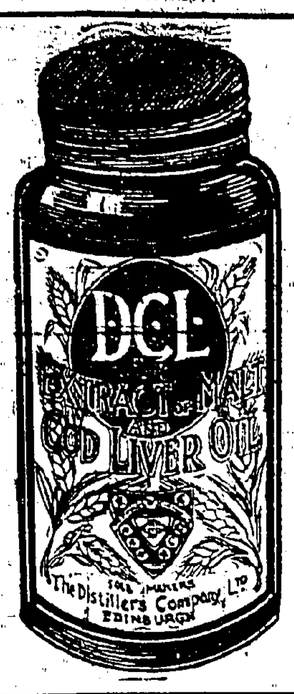

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COMPANY MANAGER CHARGED WITH FRAUD.

A GENUINE OR BOGUS FIRM?

UNSOLD SHIP AND A COAL YARD.

NOT A CASE FOR THE POLICE COURT.

The manager of the Wang Lee Co., of No. 7, Sai Tung On Street, Heung Shan, with a branch office in the Bank of Canton Building, appeared on remand before Mr. R. E. Lindsell, at the Central Magistracy yesterday afternoon, charged with fraudulently obtaining the sum of $1,230 from four Chinese, who had deposited various sums with the defendant as security for positions in the office of the company and on board the m.s. *Kong Ning*, whereas the said ship was not the property of the Wang Lee Company as purported by the defendant.

Mr. G. R. Haywood appeared for the defence.

Evidence given at a previous hearing last week was to the effect that the Wang Lee Company rented from the Hongkong and Territorial Estates, a portion of land at Yaumati for the purpose of storing coal, but that although this renting was confirmed in writing no further communication was received and no rent was paid. Other evidence was to the effect that Capt. J. MacDonald, late master of the motor ship *Kong Ning*, was seen by defendant, who stated that he intended purchasing the vessel, and was asked to recommend a chief officer and chief engineer, whom subsequently Capt. MacDonald engaged. Later, Capt. MacDonald was told the ship had been sold for $90,000, but he subsequently found out that it had not been sold to the defendant.

Evidence was also given by one complainant that he deposited $500 with the defendant, in view of being offered the position of compradore on the *Kong Ning*.

Another Complainant.

Yesterday, one of the four complainants in the case, a student, who was formerly employed as a shroff by the defendant, detailed how he was engaged by the defendant on his agreeing to put up security of $10,000. Witness stated he deposited $100 with the defendant, and later paid him another $100, on the latter's demand. A relative signed a guarantee bond for the amount mentioned.

Witness said the Wang Lee Company was described on their notice board as dealing in coal, compradore business, shipping and import and exports business. Defendant told him he had actually bought the *Kong Ning*.

Witness added that a few days after being engaged by defendant as a shroff he became suspicious as to the genuineness of the Company, and asked for the guarantee bond back, giving as an excuse for his action that his father wished to see it. It was given back to him, and later witness handed in his resignation. His father attempted to regain the $200 paid by witness to defendant, and subsequently the police were called in.

In answer to Mr. Haywood, witness admitted that when he was engaged by defendant he knew that the company had not actually stated business.

Genuine or Bogus?

Mr. Lindsell: The whole point at issue in this case is whether it was a genuine business or purely a bogus firm. A company would have to engage employees even before it actually started business.

Mr. Haywood: We have been badly let down by other people. The Company was genuine.

Mr. Lindsell: What has become of the money?

Mr. Haywood: I was told that it was in the safes.

Detective Sub-Inspector Fallon (who prosecuted): The safes were searched at the time by the Chief Detective Inspector, and they were found empty.

The student-shroff was recalled and said he had charge of a key of the big safe while he was there, but there was no money put in that safe.

Chief Detective Inspector T. Murphy gave evidence to the effect that he searched both safes, and there was no money in either, neither were there any valuable documents.

$500 Deposit.

Another complainant said he was engaged by the defendant to look after a coal yard. He deposited $500, and was told by the defendant that the company was in the process of formation to do coal and shipping business.

Another complainant said he was engaged by the defendant as a watchman for the s.s. *Kong Ning*, and was told that he would start work when the ship had been chartered; in the meanwhile he was to work in the office. He deposited $30.

It was stated that defendant and a European both had a key to the small safe, in which the money was said to have been kept.

Inspector Fallon mentioned that the European, who was in need of a job, had left the Colony, but he had received a letter from him written on board ship. The man had not run away.

No Case.

Mr. Lindsell, at the conclusion of the case for the prosecution, commented that the evidence showed that the company entered into negotiations for the purchase of a ship and also intended to carry on business at Yaumati. It was very hard, on the evidence before him, to say that the company was a bogus one. It was difficult to say that the money put up as security by the complainant was intended to be kept by the defendant.

Mr. Haywood pointed out that two persons had had access to the safe, the defendant and the European. There was nothing in the evidence submitted by the prosecution, he contended, to show that there was a deliberate attempt to swindle

(Continued at foot of next Column.)

CORRESPONDENCE.

HONGKONG WATER SUPPLY.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—Some statements recently made on this question prompt the following remarks:

It has been suggested that the water to be obtained from the Shing Mun Valley "issuing from a perennial spring and not subject to the caprice of rainfall" constitutes a more reliable supply than that obtaining from other sources. This is a mistake. In Hongkong all sources are subject to the caprice of rainfall; in a dry winter perennial springs and the streams they supply are reduced in amount. The advantage of the Shing Mun site is that its collecting area is large and its "perennial spring" correspondingly large; the disadvantage—that it is not well supplied with good reservoir sites. If you can get the same area on Hongkong island you can get just about the same amount of water from it.

Sir Henry May's unfortunate statement at the inauguration of the Tytam Tuk reservoir has come in for some criticism. It is overlooked, and Sir Henry May appears to have overlooked, that the catchwaters which were to have brought the water to fill the reservoir were not made; even now they are only partly made. Fortunately, we have not since 1918 had anything like so dry a year or series of years as past experience proves we may expect sooner or later. The driest year since 1918 was 1922 with 68 inches, in 1895 we had only 46 inches and for the three years 1899-1901 a mean of only 67 inches a year. However, Sir Henry May's statement was undoubtedly "unfortunate"; it should have been qualified by information as to the increase of population allowed for. Another point raised is that in our periodic Water Famines it is the poor Chinese who suffer most. No doubt this is so, but on the other hand it is the poor Chinese who pay least for their water, the charge being based on the rating valuation of their houses. If the poor Chinese are treated the same as the better off Chinese or Europeans they will have to pay much more for their water. H.E. the Governor made a slight mistake in his reference to the water famine of 1902. In that year water was brought in lighters from Tsun Wan—not from Tai Lam Chung. Arrangements were in hand for bringing it from the latter place but fortunately the rains came and they were not needed. Sir Henry May's statement should be a warning of the danger of prophesying but, with a rainfall table for the last 40 years before me, I venture to predict that within the next five years we shall have in Hongkong a water famine which will remind us of the "good old times" prior to 1918.—Yours faithfully,

G. GIBBS.

Hongkong, November 8th, 1926.

MACAO'S HARBOUR WORKS.

EXTENSIVE RECLAMATIONS BEING CARRIED OUT.

TO COST MILLIONS OF DOLLARS.

When the new Harbour Works at Macao are finally completed, the Colony will possess a fine modern port. The total cost will approximate $7,000,000.

Many sections of the work, which were conducted by the Government itself in the Inner Harbour, have already been completed, and much of the land in the neighbourhood is already occupied by lumber yards and dry-dockyards.

The work of construction elsewhere has been undertaken by the Netherlands Harbour Works Co.

The work is in two sections. The first, begun in 1918, principally comprises reclamations in the inner harbour near Green Island, with dredging of certain portions of the Outer Harbour.

Materials and stone for the reclamation work were secured from the local hills.

Rapid Intercourse.

The second portion of the work, the Port proper, was begun in 1922.

Among its chief features are the two strong breakwaters constructed specially to withstand the ravages of typhoons and to provide secure shelter for vessels. Access to the Outer and Inner Harbours will be by means of a canal, which will provide facility for rapid intercourse between the old and new commercial districts.

Another feature of the harbour works is that the mud dredged from the harbour-bed is used for forming extensive reclamations, and eventually the total area of these reclamations will approximately represent one-half of Macao. This reclaimed territory, when it is put out for lease by the Government, after certain reservations for public thoroughfares and recreation grounds, will cover all the expenses incurred in the construction of the Harbour.

Each of the breakwaters is 5,000 feet in length. Dykes of more than 10,000 feet in length have been built along the shore to limit a reclamation of 250 acres. In the construction of the breakwaters nearly two million tons of stone have been used.

It is expected that by the end of the year the Harbour will be open to ocean traffic and will permit of the entrance of vessels drawing up to 25 feet.

the complainants. The European, unfortunately, was not there to make any statement.

In reply to Mr. Lindsell, Mr. Haywood said that an agreement was actually drawn up by a firm of local solicitors with regard to the sale of the ship.

Mr. Lindsell decided that there was insufficient evidence to convict defendant on any of the four charges, and discharged him, remarking that the complainants' remedy was in the Supreme Court, but not at the Magistracy.

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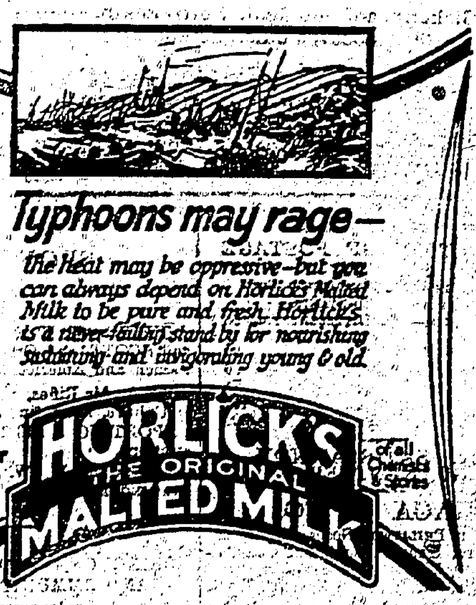

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MUSTARD AS MEDICINE.

HOW THE CHINESE USE IT.

INTERESTING CASE AT KOWLOON MAGISTRACY.

The interesting fact that mustard sold generally by local Chinese druggists and grocers contains no less than 30 per cent. of starchy matter was brought to light during an interesting police court case yesterday. One authority claims that adulterated mustard does not reduce its sharpness, and cannot be discovered by merely tasting it.

The various medicinal uses of mustard were thoroughly gone into by European and Chinese doctors, before Mr. J. H. B. Nihill, at the Kowloon Magistracy yesterday afternoon, when Mr. T. S. Whyte-Smith, Assistant Crown Solicitor, applied for a rehearing of the case in which a Chinese druggist was summoned for selling adulterated mustard. The case was first heard in September and dismissed owing to insufficient evidence.

Mr. Whyte-Smith said that with all due respect to the Court, he would like to point out that the prosecution did not regard much of the evidence as relevant to the case. He further maintained that if mustard is asked for, mustard must be supplied.

Curative Value of Mustard.

Dr. Yue, of the Tung Wah Hospital, was asked to describe the uses of mustard in medicine. He said that the Chinese used it internally to reduce phelgm and alleviate pain, and sometimes it was also used for indigestion. Externally mustard was good for itches, ring-worm and for reducing swellings. In his opinion mustard must not be adulterated. The Chinese word for mustard is *Kai Moot* or *Kai Lut*.

Cross-examined by Mr. Leo d'Almada, who appeared for the defence, witness said that he first studied medicine when he was 15 years of age.

Mr. Almada: At what age were you qualified to practice?

Witness: When I was 20 years of age.

Mr. Almada: Did you have a large practice in Canton before coming to Hongkong?

Witness: Yes, a fairly large practice.

Mr. Almada: Have you prescribed mustard for internal or external use in the course of your experience?

Witness: Yes, I have.

Mr. Almada: Supposing I have a boil in my hand, and matter protrudes from it (thank God I haven't)—(laughter)—do you think you would prescribe "pure mustard" as a plaster.

Witness: It depends on the boil. If very bad I would use "full strength," and if not so serious, the strength may be reduced.

Mr. Almada: If you consider a patient's case does not call for "pure mustard," would you suggest adulteration?

Witness: No, I will not allow the druggist to do it, I always reduce the strength myself.

Mr. Almada: How would you reduce the strength of mustard?

Witness: I would add other medicine to weaken it.

Mustard as a Shampoo.

Mr. Almada: Have you heard that Chinese ladies use "mustard as a hair wash?

Witness: Yes.

Mr. Almada: Do you suggest that they use "pure mustard" for a hair wash?

Witness: I do not know.

Mr. Almada: Don't you agree with me that the mustard the ladies use is adulterated.

Witness: Did the ladies tell you so? (Laughter.)

Mr. Almada: Yes, my interpreter's wife told me so.

Mr. Almada: The Chinese also used mustard for food?

Witness: Yes.

Mr. Almada: Where do they generally buy it from?

Witness: From the druggists' or the grocers'.

Mr. Almada: Where does your family buy it from?

Witness: I have never tasted mustard for seven years.

Mr. Almada (producing samples): Is not the mustard generally sold in China only 70 per cent. pure and 30 per cent. green peas' power, and that it is not unusual for Chinese druggists to sell mustard in that form?

Witness: I would not prescribe it in that way myself.

Adulterated Mustard not Detected by Tasting.

His Worship asked witness if in using mustard for food, Chinese regard it as a flavour.

Witness: Yes.

His Worship: Then the taste it gives must be hot?

Witness: Yes.

His Worship: Then you would expect full strength?

Witness: Yes.

His Worship: Supposing the mustard is adulterated, it could easily be detected by tasting it?

Witness: No, mixed mustard reduces the taste very little.

His Worship: Mustard must be mixed if used externally as a poultice?

Witness: Yes.

His Worship: Then doesn't the stuff you mix it with neutralize the strength of the mustard?

Witness: No, because the medicine mixed with mustard should have equal curative value.

More Case to be Brought.

Dr. G. W. Pope, Medical Officer of Health, said that he had seen mustard prescribed as a poultice, and mustard in its weaken form has no value.

Mr. Almada asked witness if he had received any complaint as to the mustard sold by Chinese druggists.

(*Continued on next Column*).

Witness: I have received no complaint.

Mr. Almada: Did you or did you not instruct Inspector Elliott to undertake this prosecution?

Witness: Yes and no. I did authorise Inspector Elliott to purchase mustard from Chinese druggists but it wasn't done on account of any complaint received.

Mr. Almada: I suppose there are several others you intend to prosecute?

Witness: Yes.

Mr. Almada: Would mustard, if taken internally, or externally, be injurious if mixed with pea powder?

Witness: No.

European Mustard Also Mixed.

Asked by his Worship if European mustard in tins was also mixed, witness said it did not contain more than 5 per cent. starchy matter.

The case was adjourned till this afternoon.

WANHSIEN RELIEF FUND.

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Amount previously acknowledged	$1,273
Mr. B. Anon	25
Mr. C. H. Getz	5
W. M. C.	10
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Total to date 9/11/26	$1,611.65

"THE POVERTY OF RICHES."

SHOWING AT QUEEN'S THEATRE.

"The Poverty of Riches," an excellent Goldwyn picture, was screened at the Queen's Theatre yesterday. It will be shown again to-day for the last time.

The story centres around four people, two of whom are a young married couple rich in the happiness of having the blessing of a couple of healthy children, but poor as regards monetary wealth. The other two people are likewise a married couple. The wife loves children, but her husband, while also loving them, is ambitious and decides to wait until his position is secure and he is at the top of the ladder of success. He gets there and then the tragedy occurs. To reveal the rest would spoil the enjoyment of the picture which undoubtedly teaches the lesson that success and happiness do not necessarily mean wealth and social position.

To-morrow to Saturday Lon Chaney will be featured in a Metro-Goldwyn production, "The Monster."

HONGKONG STOCK EXCHANGE.

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Chartered Bank	£21 buy.
Mercantile Bank, A & B	£29½ nom.
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Canton Insurance	$630 buy.
China Underwriters	$1½ buy.
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Hongkong Fire Insurance	$610 buy.
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H.K. & K. Wharfs	$124 sel.
H.K. & W. Docks	$59 sel.
Hongkews	Tls. 177½ buy.
New Engineerings	Tls. 6.60 buy., 7 sel.
Shanghai Docks	Tls. 126 buy.
H.K. & S. Hotels	$9½ sel., 9¼ sa.
Hongkong Lands	$65 sel.
Hongkong Realtys	$6 buy.
H.K. Territorials	$4 sel.
Humphreys Estates	$15½ sel.
Prince's Buildings	$39 nom.
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Orientals	Tls. 3.10 buy.
Shanghai Cottons (old)	Tls. 54 buy.
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Hongkong Tramways	$24½ sa.
Peak Trams (old)	$15½ nom.
Do. (new)	$7.65 nom.
Singapore Tractions	15/9 sel.
Taxis	$2 sel.
Amusements	$14½ buy.
Canton Ices	$5 nom.
Cements (combined)	$11½ nom.
Do. (old)	$9 nom.
Do. (new)	$2 nom.
China Lights (combined)	$20 sel.
Do. (old)	$14½ nom.
Do. (new)	$11½ nom.
China Providents	$5½ buy.
Constructions	$1½ buy.
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Der A Wings	$6 nom.
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Buenos Aires	45.13-16
Shanghai	2/4½
Yokohama	2/0.11-32
New York	4.84.13-16
Geneva	25.15
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HONGKONG.

CRICKET NOTES.

THE CHANGE OF ARRANGEMENTS.

THIS AFTERNOON'S PRACTICE.

SERVICES' PROBABLE TEAM.

Particulars are not at present to hand with regard to the mishap to the *President Harrison*. I gather the ship in question has sustained a certain amount of disability. So have the Committee of the H.K.C.C. The matter, however, has been tackled grimly and a fresh list of dates has been prepared. By the courtesy of the indefatigable Hon. Secretary of the Club, I am enabled to given the revised programme in full.

The Shanghai team arrives in the *President Pierce* on Armistice Day, and they will be met in the time honoured fashion. The Cricket Ground will be at their disposal on that day and on Friday but no festivities have been arranged. The Interport will begin on Saturday, and will be continued on Monday and Tuesday, at 11 a.m. each day. On Monday the Shanghai players will be entertained at the Shek O Club, and on Tuesday the Interport Dinner at the Hongkong Club will take place. On Wednesday and Thursday they will play the United Services. H.E. the Governor is giving a dance at Government House in their honour at 9.30 p.m. on Wednesday, November 17th. On Friday the visitors will be entertained at Fanling and in the evening at 9.30 there will be, weather permitting, an *al fresco* smoking concert at the H.K.C.C. I am informed that in case of exceptional cold overcoats may be worn but we will hope for the best. On Saturday the Shanghai side will play Kowloon at the K.C.C. and after attend the A.D.C. show at the Theatre Royal. They leave on Sunday, 21st Instant, by the *President Pierce*.

For the information of all concerned I may state that on Saturday, Monday and Tuesday play in the Interport will begin at 11 a.m. Tiffin on Saturday will be taken from 1 p.m. to 1.45 p.m. (I should perhaps say for the information of the Navy and Police 13 hours and 13.45 hours). On Monday it will be taken from 1.30 p.m.-2.15 p.m. On each day stumps will be drawn at 5 p.m.

This latter provision is very wise. Play is possible, it may be, up to 5.30 p.m. but it is a very bad light, which in my opinion is worse for the fielding side in many ways than for the batsmen. I admit I don't quite follow the K.C.C. match on the Saturday. I have heard that many prominent members of the K.C.C. are going into camp with the H.K.V.D.C. on Friday evening. But no doubt things have been squared up somehow.

As regards seating. The public stand is at the corner of Des Vœux Road, and the price of a seat is 50 cents. I might mention that I believe this seldom covers the cost of the erection of the stand. For members, subscribers and their ladies, a special stand has been erected along the north side of the ground, with the entrance in Chater Road. The Press, I believe, will be accommodated in the present Scoring Box on the top of the Pavilion, while a special matshed is being erected for the scorers next the big Scoring Board, on the S.E. corner of the ground. It is whispered that entrance thereto is obtainable only on special invitations (of which none will be issued) or on presentation of a $1,000 note. The latter part of the statement is probably a canard, which is published strictly without prejudice. (All legal members to note.)

The Hongkong side is not yet definitely selected. A practice will be held to-day at 2 p.m. in the middle of the ground for the eleven who played on last Saturday, together with E. J. R. Mitchell and Major Lightfoot. I strongly suspect that last Saturday's side will do duty with one of these two gentlemen as twelfth man.

I am informed that the Services' side next week will be selected from the following:—Lieut.-Col. Cantrell (captain), Pay. Lieut. Hussey, R.N., the Rev. Venn, R.N., Lt.-Comdr. Armitage, R.N., Lieut. Sparks, R.N., Lieut. Sturgess, R.N., Lt.-Comdr. Beatty, R.N., Lieut. Sillitoe R.M.L.I., Major Lightfoot, Capt. Dobbie, Capt. Bridgeland, Capt. Morris, Capt. Hankey and Capt. Evers. It will not be easy to decide on the exact eleven. Beatty has been rather off colour lately with the ball, and he is not very strong in the field or with the bat. Capt. Evers has been crocked ever since the first trial, while Capt. Hanley has had little chance to show his form. But the Services' Selection Committee know a lot more about their men than a mere civilian. So let us fear to tread rather than rush in.

R. ABBIT.

CRICKET.

I.R.C. 2ND XI. *v.* K.C.C. 2ND XI.

This league match will be played on the I.R.C.'s ground, Kowloon, on Thursday, commencing at 2 p.m., instead of the 13th instant as previously arranged.

The following will represent the I.R.C.:—J. S. Ackbet, M. P. Madar, S. A. R. Ismail, I. Hassan, A. K. Minu, A. S. Ismail, D. Mohamad, A. Rahmin, S. A. Hussain, A. S. Suffiad and Sirdar Khan (capt.). Reserves: S. A. R. Bux and A. R. M. Samy.

SHANGHAI RACES.

SECOND DAY OF AUTUMN MEETING.

THE RESULTS.

Yesterday was the second day of the Shanghai Race Club's Autumn Meeting, and the results (by courtesy of the Hongkong Club) are given below. Mr. Heard and Mr. McBain were the outstanding riders of the day, the former riding two winners and also coming in for second place twice, while the latter also rode two winners and came in for second place once.

The Champions, with $500,000 sweep, will be decided to-day.

The Northern Cup: 1 Mile.

Messrs. Winsome and Hasty's The Warbler, 152 lbs.....(Mr. McBain) 1
Mr. Toeg's Gordon, 138 lbs. (Mr. Crokam) 2
Messrs. Gray and Leander's White Sarnia, 158 lbs...(Mr. Encarnacao) 3
Time: 1.29.2-5.

The Pagoda Handicap: "A" Class: 1¼ Miles.

Messrs. Bailey and Heard's Mad Hatter, 152 lbs.....(Mr. Heard) 1
Mr. F.M.S.'s Kuala Lumpur, 158 lbs. (Mr. O'Brien) 2
Mr. D. Brand's Adelphi, 155 lbs. (Mr. Bremner) 3
Time: 2.41.3-5.

Pagoda Handicap: "B" Class: 1¼ Miles.

Messrs. E. B. McBain and E. Hayim's Chitabob, 155 lbs.....(Mr. McBain) 1
Messrs. M. and L.G.W.'s Western Moor, 155 lbs.....(Mr. Maitland) 2
Mr. F. S. Gibbing's The Babbler, 155 lbs. ..... (Mr. O'Brien) 3
Time: 2.41.3-5.

The China Cup: 1 Mile.

Mr. Omckrik's Fristrup, 158 lbs. (Mr. Pote Hunt) 1
Mr. Allen's The Bright Comet, 152 lbs. .....(Mr. Encarnacao) 2
Mr. Toeg's George, 152 lbs. (Mr. Crokam) 3
Time: 2.08.3-5.

The Racing Stakes: 1¼ Miles.

Mr. Fred Elias's Firestone, 152 lbs. (Mr. Encarnacao) 1
Mr. Day's Poppy Land, 155 lbs. (Mr. Dallas) 2
Messrs. Beith and Lemarchand's Piccolo, 152 lbs.....(Mr. Maitland) 3
Time: 2.43.4-5.

The Shanghai Stakes: 1¼ Miles.

Miss Law's Beattock, 158 lbs. (Mr. Heard) 1
Mr. G. C. Perdue's Coeur de Lion, 158 lbs. ..... (Mr. Bremner) 2
Messrs. We Two's Young Bill, 158 lbs. (Mr. Encarnacao) 3
Time: 3.15.4-5.

Subscription Griffins St. Leger: 1¼ Miles.

Mr. Liddell's Howcroft, 152 lbs. (Mr. Bremner) 1
Mr. Westburn's Perseus, 152 lbs. (Mr. Heard) 2
Mr. Birdrak's Sea Mew, 152 lbs. (Mr. Pulsen) 3
Time: 3.47.2-5.

The Siccawei Plate: 1¼ Miles.

Mr. Day's New Zealand, 158 lbs. (Mr. Dallas) 1
Messrs. Winsome and Hasty's The Brambling, 155 lbs...(Mr. McBain) 2
Mr. Bert's Phantom, 158 lbs. (Mr. Heinzerling) 3
Time: 2.41.2-5.

The Sycee Stakes: 7 Furlongs.

Mr. Liddell's Maycroft, 149 lbs. (Mr. Bremner) 1
Mr. Allen's The Bright Star, 155 lbs. (Mr. Encarnacao) 3
Miss Law's Blair Athol, 152 lbs. (Mr. Pote Hunt) 3
Time: 1.50.

The Mongolian Handicap: "A" Class: 1¼ Miles.

Mr. Toeg's Rosebery, 158 lbs. (Mr. Crokam) 1
Mr. J. J. Paterson's Dago, 161 lbs. (Mr. Maitland) 2
Mr. Allen's Orange William, 161 lbs. (Mr. Encarnacao) 3
Time: 2.35.1-5.

The Mongolian Handicap: "B" Class: 1¼ Miles.

Mr. Allen's My Own, 158 lbs. (Mr. Encarnacao) 1
Miss Law's Climpy, 158 lbs. (Mr. Heard) 2
Messrs. Beith and Lemarchand's Charcoal, 152 lbs.....(Mr. Maitland) 3
Time: 2.39.2-5.

FIRST DAY'S RESULTS.

The following were Monday's results:

Maloo Plate: Half a Mile.

Miss Law's Montrose.....(Mr. Heard) *1
Mr. Day's Shenkoland....(Mr. Dallas) *1
Messrs. Winsome and Hasty's The Bettern ..... (Mr. McBain) 3
Time: 57.2-5.
*—Dead heat.

Whangpoo Handicap "A": 1 Mile.

Misses V. and D. McBain's Grey Duck ..... (Mr. McBain) 1
Miss B. Coutt's Kecora (Mr. Pote Hunt) 2
Mr. Richmond's Bunny (Mr. Maitland) 3
Time: 2.7.3-5.

Whangpoo Handicap "B."

Messrs. McBain's Gog...(Mr. G. Read) 1
Messrs. McBain and Hayim's Chitabob ..... (Mr. McBain) 2
Mr. Day's Laleham.....(Mr. Dallas) 3
Time: 2.4.3-4.

The Maiden Stakes: ¼ Mile.

Mr. Allan's The Bright Comet (Mr. Encarnacao) 1
Mr. Lob's Pioneer.....(Mr. Maitland) 2
Messrs. F. and B.'s Shamefaco (Mr. Heard) 3
Time: 1.40.4-5.

(Continued on next Column).

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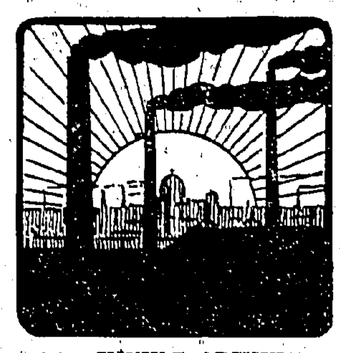

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FURTHER ANNOUNCEMENTS WILL APPEAR LATER.

[65

Chinese Cup: 1 Mile.

Messrs. Beith and Lemarchand's Piccolo ..... (Mr. Maitland) 1
Mr. Purdue's Coeur de Lion (Mr. Bremner) 2
Mr. Day's New Zealand (Mr. Dallas) 3
Time: 2.4.4-5.

Fah Wah Stakes: 1¼ Miles.

Messrs. We Two's Young Bill (Mr. Encarnacao) 1
Messrs. Beith and Lemarchand's Charcoal ..... (Mr. Maitland) 2
Mr. Campox's Old Bill (Mr. Bremner) 3
Time: 3.17secs.

Shanghai St. Leger: 1¼ Miles.

Mr. H. F. Fowler's Morning Flight (Mr. Pote Hunt) 1
Miss Law's Beattock.....(Mr. Heard) 2
Miss B. Coutt's Double Zero (Mr. Maitland) 3
Time: 3.48.1-5.

Eclipse Stakes: 1¼ Miles.

Mr. Robson's Hopeful Bird (Mr. Poulsen) 1
Messrs. Winsome and Hasty's Bluejay ..... (Mr. McBain) 2
Mr. Allan's Bright Star (Mr. Encarnacao) 3
Time: 2.47.4-5.

Autumn Cup: 1¼ Miles.

Mr. Liddell's Wheateroft (Mr. Bremner) 1
Messrs. Winsome and Hasty's The Brambling ..... (Mr. McBain) 2
Mr. F. Elia's Battus.....(Mr. Moller) 3
Time: 2.40.3-5.

Urga Handicap "A": 1 Mile.

Mr. Allan's Orange William (Mr. Encarnacao) 1
Mr. Toeg's Spearmint...(Mr. Crokam) 2
Mr. Doy's Bonnie Scotland (Mr. Dallas) *3
Mr. Toeg's Saucy Sue...(Mr. O'Brien) *3
Time: 2.0.4-5.
*—Dead heat.

Urga Handicap "B."

Mr. Cirg's Pretty Light...(Mr. Moller) 1
Mr. Shendrikoff's Islam (Mr. Encarnacao) 2
Mr. G. H. Wright's O'Lantern (Mr. Bauld) 3
Time: 2.4.2-5.

[THROUGH REUTER'S AGENCY.]

HOME FOOTBALL.

DARLINGTON DEFEATS PORTSMOUTH.

LONDON, November 8th.

Playing in the Second Division League Portsmouth defeated Darlington by four goals to *nil*.

WEATHER REPORT.

Last night's weather report, forecast and remarks, issued from the Royal Obsevatory at 5 o'clock, stated:—

The anti-cyclone has moved eastward and is now central over Japan. Fresh monsoon may be expected over the North China Sea.

Local forecast: East winds, moderate, fine.

ARMISTICE DAY GOLF.

OPENING OF KOWLOON CLUB HOUSE.

KOWLOON *v.* Y.M.C.A.

The new Club House of the Kowloon Golf Club will be opened to-morrow, when a match will be played between teams representing the Y.M.C.A. and the Club. A red flare will be fired from the 7th tee at 11 a.m. calling for the customary two minutes Armistice Day silence. The signals games will commence at 9.30 a.m. and the foursomes after tiffin.

The teams are as follows:—

Y.M.C.A.		K.G.C.
Shovelton	*v.*	Roberts
Clough	*v.*	Andrews
Brown	*v.*	McLaggan
Petrie	*v.*	E. D. da Roza
Austin	*v.*	A. W. da Roza
Hazell	*v.*	Lickley
Hunt	*v.*	Labrum
Avenall	*v.*	Page
Long	*v.*	Carroll
Goulborn	*v.*	Hillier
Lyon	*v.*	F. X. Remedios
Alltree	*v.*	Taylor

The match which was to have been played between the Kowloon Golf Club and the Junior Section of the R.H.K.G.C. on the 14th inst. has been cancelled owing to the inability of the latter to raise a team.

ROYAL HONGKONG GOLF CLUB.

CAPTAIN'S CUP.

Playing for this trophy, at Fanling, on the 6th and 8th instant, A. B. Purves with 86—9=77 qualified. Other scores were:—

D. L. Dunbar ..... 86— 8=78
H. U. Ireland ..... 85— 5=80
Lt.-Col. E. D. Matthews... 89— 9=80
Lt.-Col. S. Boylan Smith... 89— 8=81
A. D. Humphreys ..... 92—11=81

There were 37 entries.

H. U. Ireland won the optional sweep. There were 20 entries.

St. Andrew's *v.* St. George's Societies.

The following teams have been selected to represent the above at Fanling on November 21st:—

St. Andrew's Society:—A. H. Ferguson, I. W. Shewan, C. C. Stark, W. L. Dunbar, G. Murray, D. G. Bruce, R. K. Valentine, A. B. Purves, J. L. Christie, R. L. Moncrieff, W. Ironside, J. S. Maclaren, E. Davidson, F. Syme Thomson, J. D. Kinnaird, and C. L. Sandes.

St. George's Society:—T. D. E. Pendered, L. R. Andrewes, N. L. Smith, E. W. Morris, L. G. S. Dodwell, H. F. Bloxham, C. Bulmer Johnson, F. J. de Rome, R. Hancock, E. D. Matthews, F. S. Harrison, A. B. Raworth, J. W. Franks, A. E. Lissaman, A. Leach, and G. B. Layton.

The above is the probable order of playing.

Foursomes will be played in the morning and singles in the afternoon. Times will be reserved.

Tiffins will be ordered, but players will make their own arrangements as to playing for these.

Each match counts one point. Byes count ½ point, if three holes or more are played. All players will be debited $1, which goes to cost of spoons for winning team.

GOVERNMENT BY LABOUR FACTIONS.

COMPLETE STOPPAGE OF BRITISH CARGO IN CANTON.

CHINESE OWNED VESSELS ALSO BOYCOTTED.

REASONS FOR THE NEW MOVEMENT.

Reports from Canton yesterday show that a position has been reached where the Government must intervene if they are to retain any title to the name of a Government. At the moment a few labour unions are apparently in absolute control of the situation. By threats, and intimidation generally, they are preventing a resumption of trade and interfering with legitimate business interests for their own advantage.

It had been rumoured for days that the Cargo Boat Transportation Guild intended to boycott British vessels but it was stated yesterday that the Commissioner of Customs had threatened to cancel the licence of any boat which refused to handle cargo, and it was hoped that such a threat would bring the Guild leaders to their senses. The movement, however, apparently extends beyond this particular Guild. Our Chinese correspondent writes:

During the anti-British boycott a number of Chinese Shipping Companies started trading with chartered steamers. The calling off of the boycott and the imposition of a twenty per cent. travelling tax drove them nearly to bankruptcy and, in order to protect themselves, these companies, in co-operation with some eight labour unions, including employees of Customs brokers, have decided to renew the boycott against British vessels.

A Shameen correspondent writes: All classes of labour are under the thumb of their various guild officials. The workers are terrorised and are absolutely afraid to touch any British cargo. If the Government do not take action it will be simply a case of "from the frying pan into the fire." The talk there has been of lifting the boycott will be farcical if the Government allow a comparatively few recalcitrant union officials to take control and to paralyse trade for their own paticular purposes.

That is the position with which the Canton Government have to contend. And prompt measures are necessary. The boycott includes Chinese owned boats sailing under the British flag and yesterday the *Tung On* returned with over a thousand passengers but with no cargo. (Apparently no exception is being taken to passengers travelling by these vessels.)

Enquiries were made at the Tung On Steamship Company, owners of the *Tung On* and *Sai On*, at the Shui On Steamship Company, owners of the *Kwong Tung* and *Kwong Sai* and at the Sai Hing Steamship Company. The replies in all cases were the same. They cannot take any cargo to Canton or bring cargo from that port because there is no one to handle it. It was stated yesterday that one of the Companies had refused to take British cargo only. This was denied at the offices visited. The companies have been informed by their compradores of the situation in Canton and do not now accept freight of any kind because it would simply have to be brought back.

SHIPPING RUMOURS.

A correspondent in Canton writing on Monday said: "I hear that four big Norwegian ships, chartered by Chinese, will commence running between here and Hongkong and there is a rumour that a European firm, with offices in Macao and Hongkong, intends running steamers between here and Macao to take passengers and cargo." The Norwegian Consul at Hongkong had heard nothing of the chartering of Norwegian steamers for the purpose mentioned and was inclined to discredit the report on the ground that the matter would probably have come to his knowledge if such arrangements had been made. It was impossible to obtain confirmation, either, of the report of a new passenger service between Canton and Macao, the heads of the firm concerned being both in Macao yesterday.

FIRE AT TUNG YUAN.

CHARGES AGAINST THE STRIKERS.

ATTEMPT TO AVOID INVESTIGATION.

Information from a reliable source in Canton confirms the report published yesterday that the strikers were themselves probably responsible for burning down their own headquarters.

Our correspondent writes: "Some time back the Treasury asked the Strikers' headquarters for a statement of account. The strikers wished, at all costs, to evade anything in the shape of an investigation and the fire was the outcome.

"Many of the prisoners, as your Chinese correspondent reported, were liberated, but there were a number who were chained up and seven, perhaps more, unfortunate victims of labour tyranny were burned to death.

"Only about four days before the fire occurred the French authorities were notified by the Foreign Office that the strikers occupying the French Tung Yuan properties would be leaving very shortly."

Abolish the Strike Committee.

Our Chinese correspondent writes:—The Soviet High Commission in South China, advising the Kuomintang in Canton, is suggesting that the Canton authorities should take the opportunity of the recent destruction of the Canton Strike Committee Headquarters by fire to abolish the organisation altogether. It advised the Kuomintang to ask the Committee for an account of the funds and in the meantime, no more financial aid will be issued. The Committee is said to have lost $150,000 in cash in the fire, but very few believe this report. Up to yesterday, the Kuomintang had made no definite statement concerning the future of the Strike Committee.

The Canton Strike Committee itself, it is understood, is willing to wind up its affairs, provided that the Kuomintang will offer sufficient security to ensure that the bonus promised to the strikers, $100 each, will be paid.

BURDENS ON TRADE.

INCREASE IN LIKIN DUES.

JUNK SHIPPING GUILDS SUSPEND BUSINESS.

[FROM OUR CHINESE CORRESPONDENT.]

Canton trade is being paralyzed by reason of the burdens that it has to bear.

For more than a decade the Chinese merchants in Canton have been used to the payment of transit *likin*, a small tax imposed on goods going inland. Unsually the Government would farm the tax out periodically for a stated sum to a syndicate for collection and trade junks or express companies, instead of paying so much for each consignment, would pay the *likin* authorities a stated sum daily or monthly for the transportation privileges. In other words, for the sake of convenience, the whole shipment was taxed instead of each case separately.

The last syndicate paid about $750,000 annually to the Kuomintang for the transit *likin* collection, and it charged cargo junks fees for each trip ranging from $6 to $30. Recently a new syndicate obtained the tax for collection by offering the Kuomintang $930,000. The new syndicate, however, having paid more to the Kuomintang, has proceeded to raise assessments on a majority of junks, while reducing rates on a few. In one case a junk which used to pay $50 for each trip, has to pay $450. As a protest against heavy taxation, the proceeds of which go mostly to the collectors rather than the Kuomintang itself, the Junk Shipping Guilds have suspended business. The Kuomintang get the $180,000 additional tax, and leave the shippers and *likin* officials to bargain over the rates to be paid.

The Tax on Oil.

The Kuomintang special tax on kerosene oil will be enforced in the Provinces of Kwangsi and Hunan as well as Kwangtung.

The workers on the Canton-Samshui railway, Canton, have demanded and have been granted the power of controlling the appointment of a railway police chief. No policeman on the line may now be appointed or dismissed without the consent of the union concerned.

QUESTION OF RECOGNITION.

THE KUOMINTANG POLICY.

WAITING TO DEAL WITH THE WHOLE CUSTOMS PROBLEM.

[FROM OUR CHINESE CORRESPONDENT.]

The change of policy of the Kuomintang in Canton, both regarding internal problems and foreign relations, may not be formally announced until the return of Mr. Wang Ching Wei from abroad. It is expected that Mr. Wang will be re-elected Chairman of the Party.

General Li Lieh Chun, until recently a member of the staff of the "Christian General" Feng Yu Hsiang in Kalgan, who arrived at Canton on November 4th, will soon proceed to Kiangsi to assume chief command there. General Li was one time Tutuh, or Military Governor of that Province. All Yunnanese mercenaries in the service of the Kuomintang have been ordered to proceed to Kiangsi to participate in the campaign there.

Referring to the Sino-Belgian Treaty of 1865 which the Peking Government on November 6th declared abrogated, the Kuomintang in Canton will shortly announce that the Canton Government and the Canton Government alone is competent to negotiate for a new treaty.

Despite protests from the Treaty Powers and notes questioning the right of the Kuomintang to impose surtaxes and to search incoming and outgoing trains and steamers, it is understood that the Party will leave the settlement of the issues in abeyance and, in the meantime, will enforce its orders as far as it is able to do so.

The Kuomintang, it is understood, is simply waiting for a short time when it is expected it will be able to deal with the whole Customs problem together with other international issues such as extra-territoriality, the Salt Gabelle, and Chinese-foreign shipping.

The Kuomintang expects soon to be able to claim such a position that both Peking and Foreign Powers will have to accord it recognition.

THE S.S. "TAISHAN."

The s.s. *Taishan* brought 88 passengers from Canton last night, and a small quantity of vegetables and produce.

From enquiries made, it was learned that coolies in Canton still refuse to handle cargo on British boats.

TRAFFIC CASES.

A CAR WHICH WAS USELESS.

ENGINE WORN OUT.

Amongst traffic cases heard at the Central Magistracy yesterday, before Major C. Willson, the owner of a car was charged with keeping his car in disrepair, and the driver was charged with driving with inefficient brakes.

The charges were the sequel to an accident, which resulted in a Chinese being confined in hospital for eight days. When the car was examined eventually, it was found to have inefficient brakes, a worn-out engine and a steering gear which failed to respond.

Each of the defendants was fined $10, and the driver was ordered to pay $15 compensation to the victim.

Alleged Reckless Driving.

The case in which the driver of a public car was charged with reckless driving was adjourned as the defendant was absent.

Mr. B. A. Hyder was summoned for disobeying a police signal whilst driving a car in Stubbs Road on October 28th. The case was adjourned.

Two drivers of public cars were each fined $10 for transporting goods on their vehicles contrary to the regulations.

THE "SAI CHOU" UP FOR SALE.

RESERVE PRICE NOT REACHED.

At the China Auction Rooms yesterday afternoon, the wooden steamship *Sai Chou*, now lying off Shamshuipo, was put up for sale by Mr. E. V. M. R. de Sousa.

The upset price was $15,000, with bids of $500 acceptable. Bidding progressed by this stage until the sum of $18,000 was reached. As this, however, was below the reserve price, the ship was withdrawn from sale.

The dimensions and capacity of the *Sai Chou* are as under:—

Length, 241 feet; breadth, 33.3 feet; depth, 11.6 feet.; Gross Tonnage, 1,186.27; nett tonnage, 745.

Another Wooden Ship.

This afternoon the wooden steamship *Fook Sing*, will be put up for sale by order of the mortgagee, at Messrs. Lammert Brothers' Auction Rooms. This vessel, which lies off Cheung Sha Wan, is a triple screw motor vessel built of teak, and her dimensions and capacity are as under:—

Length, 163 feet, 4 inches; breadth, 30 feet, 7 inches; depth, 19 feet, 4 inches. Her gross tonnage is 838.84 tons; and her registered tonnage 527.52 tons.

THE "TALAMBA" MURDER CHARGE.

RE-HEARING ORDERED ON TECHNICAL POINT.

ATTORNEY-GENERAL'S OPENING STATEMENT.

An unprecedented situation in the history of the Hongkong Law Courts arose at the Criminal Sessions yesterday during the hearing of the *Talamba* murder charge before the Chief Justice, Sir Henry Gollan.

When the case opened in the morning, a jury was impanelled and the hearing was proceeded with.

At the outset of the afternoon sitting, His Lordship said that he understood that a mistake had been made, when the jury had been called. One of the Chinese had answered to the wrong name.

The Chinese in question said that he had answered to a name which was called but his name had not been mentioned.

The Chinese whose name was actually called, and should have been on the jury was also in Court.

His Lordship remarked that it was an awkward situation.

Mr. H. G. Sheldon, who is appearing for the defence intimated that he could not, on behalf of the prisoner, waive any technical point.

The Hon. Mr. J. H. Kemp, the Attorney-General, who prosecuted, said that the defence had had the opportunity of challenging and that covered the matter.

His Lordship disagreed and said that the defence could claim that the trial should be begun again. He thought that the safest course would be to discharge the jury and bring them back to-morrow and choose a fresh jury.

The Attorney-General said that the time for the trial was limited as the steamer *Talamba* was shortly due to leave the port.

His Lordship said that even though no objection was made, in a case of such importance, he did not like to go on with the trial under such circumstances. He did not suggest that Mr. Sheldon was not doing what was exactly right. In fact he was quite right.

His Lordship then discharged the jury, and intimidated that the case would recommence to-day when a new jury would be chosen.

The Morning Hearing.

The case is one in which a Chinese is charged with the murder of a fellow deportee on board the B.I. vessel *Talamba* between Singapore and Hongkong on September 5th.

The Hon. Mr. J. H. Kemp (the Attorney-General) said that four men including the prisoner, the deceased and two others who would be called as witnesses, were walking in single file on the well-deck when an affray took place in the course of which the prisoner is alleged to have inflicted on the deceased wounds which resulted in his death.

The Attorney-General dealt with the statements of the two other deportees which alleged that the prisoner had attacked one of them with a knife and then turned on the deceased and the third man when the latter attempted to intervene. The deceased sustained wounds in the chest and shoulder, that in the chest penetrating the heart and causing death. Both of the other deportees sustained wounds which were not serious. The prisoner was overpowered by the corporal in charge of the Indian guards and handcuffed.

An Old Feud.

The Attorney-General then dealt with the story as told by the prisoner. The prisoner alleged that he was attacked by four other of the deportees and that what he did was in self-defence. In a rambling statement the prisoner referred to a feud which had originated in Singapore when he and some of the other deportees had been serving "time" and in the course of which several people had been killed. Prisoner alleged that prior to the incidents which had taken place on deck, he had been severely assaulted and beaten by others of the deportees in the hold where they were accommodated.

Prisoner alleged that he was rendered unconscious for a time following the assault and that when he recovered and obtained permission to go on deck he was jeered at by the four men who were on deck and who had previously assaulted him. He alleged that they combined in an assault on him and that in gropping about the deck his hand came into contact with something which in his desperation he used to defend himself.

Definition of Self-Defence.

Dealing with the story as alleged by the prisoner, the Attorney-General quoted authorities laying down the legal position of a man who in self-defence caused the death of another.

His Lordship said the best definition was that of a well-known Judge which was as follows: if a man attacks me, I am entitled to defend myself. The difficulty lies in drawing a line between self-defence and fighting. A man defending himself does not want to fight and defends himself solely to avoid fighting. If in so doing he knocks a man down and kills him, not intending to do so, then the killing is accidental.

Continuing, the Attorney-General said that if the jury believed the evidence of the two other deportees which was corroborated in the main issues by that of the Indian guards, there could be no doubt as to a deliberate attack having been made and as to the case being a clear one of murder.

Referring to discrepancies in the evidence of the guards and the other deportees, the Attorney-General said that they were immaterial to the main issue. The only point of difference was as to whether the incidents in question took place prior or subsequent to the drawing of water.

(*Continued on next Column*).

The story of the Crown witnesses pointed clearly to the prisoner having deliberately attacked the three other men on deck. It was for the jury to say, after hearing the evidence, whether it was sufficiently strong to convict the prisoner. If they believed the story of the prisoner that he had been attacked it was for them to find whether his action came within the meaning of "self-defence" as defined in the authorities.

After evidence was taken, the case was adjourned until this afternoon with the result as stated.

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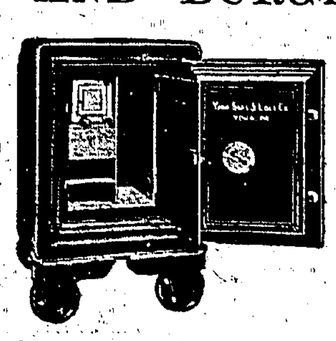

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Part 2.—Oriental Music: In a Chinese Temple Garden; Entry of Drums and Fifes; The Red Cloak, March; Trumpeters; Cavalry Mess Call; Stables; Old English Fanfare.
Trumpeters of H.M. ROYAL HORSE GUARDS (Blues) and Band of H.M. GRENADIER GUARDS

9110 ALDERSHOT SEARCHLIGHT TATTOO. Parts 3 and 4
Part 3.—Entry of Pipe Band: The Back of Bennachie, March; Strathspey; Miss Drummond of Perth; Reel; Reel of Tulloch; March; Road to the Isles; Slow March; Highland Cradle Song.
Pipe Band of H.M. SCOTS GUARDS
Part 4.—Entry of Guards; The British Grenadiers, March; Troop; The Colours; Evening Hymn; The Day Thou Gavest (Choir and Band)
Band of H.M. GRENADIER GUARDS. With FULL CHOIR

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BANK HOLIDAY.

IN Accordance with Ordinance No. 5 of 1919, the EXCHANGE BANKS will be CLOSED for the TRANSACTION of PUBLIC BUSINESS on THURSDAY, the 11TH INSTANT, 1926.

Hongkong, 6th November, 1926. [4171

ST. STEPHEN'S COLLEGE.

PROSPECT PLACE, BONHAM ROAD.

THE NEW SCHOOL YEAR begins DECEMBER 13TH. Entrance Examination for New Boys, SATURDAY DECEMBER 11TH at 9.30 A.M. For Prospectus, for Boarders and Day-boys, apply

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4162] PROSPECT PLACE.

HONGKONG JOCKEY CLUB.

DRAFT PROGRAMMES and ENTRY FORMS for the SIXTH EXTRA RACE MEETING to be held on SATURDAY, 27TH NOVEMBER, 1926 (Weather Permitting), may be obtained at the RACE COURSE, HONGKONG CLUB and CAUSEWAY BAY STABLES.

ENTRIES Will CLOSE at 12 o'CLOCK NOON on SATURDAY, 13TH NOVEMBER, 1926. [4173

EX-ACTIVE SERVICE MEN'S ASSOCIATION (1914-1918).

CENOTAPH CEREMONY.

ALL Members are Urgently Requested to be present at the MEMORIAL SERVICE at the CENOTAPH which is being held at 11 A.M. on ARMISTICE DAY.

Parade at EASMA CLUB, 17, QUEEN'S ROAD, at 10.30 A.M.

Dress: Mufti and Medals.

[4174

WARNING.

THE NATIONAL CARBON COMPANY, INC., of NEW YORK hereby notifies the Public that Spurious Imitations of their "EVEREADY" Brand of FLASHLIGHTS, FLASHLIGHT BATTERIES and FLASHLIGHT BULBS are being offered for sale in Hong Kong.

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OF THE
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Situate at Victoria in the Colony of Hongkong and known as No. 31, TAI YUEN STREET situate upon SECTION G OF INLAND LOT No. 388

TO BE SOLD BY
PUBLIC AUCTION
IN ONE LOT
ON
THURSDAY, THE 18TH DAY OF NOVEMBER, 1926, AT 3 O'CLOCK P.M.
AT THE
CHINA AUCTION ROOMS,
4, DUDDELL STREET, VICTORIA, HONGKONG,
BY
MR. E. V. M. R. DE SOUSA, Auctioneer,

The Lot consists of:—

All that Piece or Parcel of Land situate at Victoria in the Colony of Hongkong and known as SECTION G OF INLAND LOT No. 388 together with the Messuage, Erections and Buildings thereon known as No. 34, TAI YUEN STREET. The Property is held for the unexpired residue of the term of 999 years from the 16th March, 1855, created by an Indenture of Crown Lease dated the 19th May, 1855, and made between HER LATE MAJESTY QUEEN VICTORIA of the one part and CHEONG ASSOW of the other part.

Annual Crown Rent: $9.80. Area: 820.7 sq. feet or thereabouts.

For Further Particulars and Conditions of Sale apply to:—

MESSRS. JOHNSON, STOKES & MASTER,
Mortgagees' Solicitors,
OR TO
MR. E. V. M. R. DE SOUSA,
Hongkong, 5th November, 1926. [4165

FOR SALE.

NO. 453, THE PEAK (Rural Building Lot No. 125 and Garden Lot No. 55), Situate on BARKER ROAD, Well Built, Six Roomed HOUSE, in Good Repair. Immediate Possession. For Further Particulars apply to—

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Revised by Members.

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NOTICE TO CONSIGNEES.

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FROM EUROPE.

THE Steamship "CITY OF CAIRO" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 12th November, 1926, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before 19th November, 1926, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE, LTD.,
General Agents.
Hongkong, 6th November, 1926. [4170

PREPAID "WANTED" ADVERTISEMENTS.

TO LET.—No. 5, BOWEN ROAD, Two Minutes' Walk from Tram Station. Apply to Box No. 212, c/o *Hongkong Daily Press*. [212

TO LET.—"STOWFORD No. 2", 46, BONHAM ROAD, Three Stories, Six Rooms, Five Bath Rooms, Kitchen, Servants' Quarters, recently repaired and renovated. Apply—DEACONS, PRINCES BUILDING. [211

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DEATH.

ALOISI.—On November 3rd, at the General Hospital Shanghai, BERNARD ALOISI, Bangkok, aged 24 years.

Hongkong Office: 14, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, NOVEMBER 10TH, 1926.

WHY THE COMMUNIST SAT DOWN.

A FEATURE of the Labour Party Conference which was held at Margate last month was the trouncing given to the Communists. There were twenty of them present, sent their by misguided Trade Unions in spite of the resolution passed by the Conference last year solemnly excluding Communists from official connection with the Labour Party. The Unions—or at least some of them—appear to be unable to get rid of the "Reds," whom they carry much against the will of the moderate men as Sinbad the Sailor carried the Old Man of the Sea. The Conference possessed no power to exclude these undesirables since they were present as duly-accredited delegates, and the latter knowing they were unwanted and disliked proceeded to make themselves objectionable after the manner of their kind. They shouted, retarded the business, created "scenes," made interminable speeches, and generally gave an exhibition of bad manners. It was, of course, quite in accordance with precedent. Whenever Communists foregather there is sure to be trouble. It could scarcely be otherwise. Communism has nothing constructive in its teaching or its practice. It is the negation of all the old-established laws and usages of civilization as we know it, and is essentially destructive of all that most men cherish, not only as regards material things but also the graces of human relationship.

One small incident occurred at the Margate Conference which, though as informal as a stage aside, has a significance of its own, because it cuts right at the heart of Socialist politics. One of the Communists forming the small band to whom we have referred, got up and remained on his feet in defiance of the Chairman's ruling that he was out of order. Probably he had his orders issued from Moscow to create disturbance. He kept on talking and trying to talk till one of the delegates called out impatiently "Oh! do go and get a shave!" The Communist felt his chin—and suddenly sat down. A casual observer might regard this as a purely personal incident. But it is much more than that. It explains why the ordinary Englishman dislikes Communism. Communism is unshaven. The ordinary Englishman does not object to a man who is dressed in old or shabby clothes, for that may be excused by poverty; but there is no excuse for a man being unshaven. It costs next to nothing to keep oneself shaved.

Therein lies the difference between the ordinary Englishman and Communists. The latter not only flout the accepted conception of what is proper and decent in personal appearance, but they do it deliberately. They seem to go out of their way to transgress the ordinary conventions which are inseparably associated in the English mind with self-respect, self-control and the average amount of industry, intelligence and energy. In English ordinary people (it may be different in Russia) feel that for a speaker to appear unshaven means a contempt for the better part of his hearers, and they see no reason why they should not return the contempt with interest. If Communists want to change England the first thing they have to do is to show respect for it.

A confiscation order was made at the Central Magistracy yesterday in respect of the 4,000 taels of opium, valued at $40,000, which was seized on the s.s. *Haiching* on Sunday night.

The ship's company of H.M.S. *Carlisle* held a very enjoyable dance at the Royal Engineers Theatre, Wellington Barracks, last night. There was a good attendance, and a very enjoyable time was spent.

A rifle match between the U.S.S. *Huron* and the Royal Marines from H.M.S. *Vindictive*, held at the Municipal Range, Shanghai, on November 2nd, resulted in a win for the Huron team by 99 points.

Mr. J. Mason, of the Kowloon Naval Yard, was complainant in a case at the Kowloon Magistracy yesterday, when a Chinese was sentenced to two months' hard labour for stealing the bonnet cover from a motor-car.

The Far Eastern *Travellers' Gazette* for the quarter ending December has just been issued by Messrs. Thos. Cook and Sons. It is well illustrated, contains much information to travellers and gives the rates of various shipping lines.

Draft programmes and entry forms for the sixth extra race meeting of the Hongkong Jockey Club, to be held on Saturday, November 27th, are now ready and may be obtained at the Race Course, Hongkong and Causeway Bay stables. Entries close at noon on Saturday.

The annual swimming sports of the St. John Ambulance Brigade, which were postponed last Sunday in view of the parade and investiture ceremony held on Monday, are to take place next Sunday morning at the Victoria Recreation Club's bath. The commencing time has not yet been decided.

For stealing a blanket from on board the *Empress of Russia*, a discharged member of the crew, who was arrested on leaving the ship after dismissal, with the article among his belongings, was yesterday sentenced to twenty-one days' hard labour by Mr. J. H. B. Nihill, at the Kowloon Magistracy.

At the Central Police Court yesterday, a Chinese woman was fined $50 for selling illicit opium. Mr. R. E. Lindsell subsequently doubled the penalty on being informed by the prosecuting officer that the defendant had on a previous occasion "jumped" her bail of $60. In another case a proprietor of a secret opium divan was fined $100.

A Chinese returning from Australia after 27 years' absence from China, was charged at the Central Magistracy yesterday with having in his possession 125 rounds of ammunition for use with a Remington stick-gun. They were discovered concealed in the padding of two teapoys. The gun was not found. A fine of $200 was imposed.

All members of the Ex-Active Service Men's Association (1914-18) are urgently requested to be present at the Memorial Service at the Cenotaph to-morrow (Armistice Day) at 11 a.m. Members will parade at the Easma Club, No. 17, Queen's Road, at 10.30 a.m., and march from there to the Cenotaph. Dress will be mufti and medals.

The death of Mr. William Syme Featherstonhaugh took place on Wednesday of last week at the General Hospital, Shanghai. Deceased, an old resident of Shanghai, had been connected with Messrs. J. N. Marshall & Co., Ltd., and will be also remembered as an enthusiast is walker, who led the English team successfully on numerous occasions.

Revenue Officers seized approximately 4,000 taels of prepared opium on the s.s. *Haiching* when she arrived from Foochow and Swatow on Sunday. The drug was concealed beneath the plates in a coal bunker, these having been cut away to allow the introduction of a large number of small packages containing the opium. Another haul was made on a sampan off Yaumati, where about 100 pounds of raw opium was seized.

Members of the Mounted Infantry and Armoured Car Companies of the Hongkong Volunteer Defence Corps encamped at Fanling during the week-end. On Saturday morning the Machine Gunners had only 14 out of an availing strength of 86, and the Mounted Infantry 17 out of 33. On Sunday morning the numbers were augmented, to 23 for the latter, and 43 for the former. On Sunday a sham fight took place between the Volunteers and the 572 Punjab Regiment. The Scottish Company of the Volunteers are camping at Fanling this week-ned.

A slight mishap occurred to the *Meridian Star* when she was berthing at the Star Ferry Wharf at Hongkong yesterday just before noon. The ferry was due to leave Hongkong at 11.45, and when she arrived a few minutes before, it appears that the bolts, or nuts, holding the bottom of the gangway landing plank, which is let down from the side of the ferry for passengers to disembark, snapped. The result was that the ferry had to back out, turn around and lower the gangway on the oposite side of the vessel. This caused the ferry's delay in leaving Hongkong, but she continued to run. The damage done was slight.

THE A.D.C. SEASON.

A NOTE ON THE PLAYS.

In a previous notice of the A.D.C. Season, which commences next Saturday, reference was made to the two plays which from the first part of the Dramatic Medley promised on this occasion. A brief note is now added on the plays in the second half of the performance.

After the interval in which Professor Gonzales' orchestra gives a selection of light music, the curtain rises on "The Burglar and the Girl."

Now here is a play which, in itself, perhaps, a slight piece, depends entirely for its success on the very competent handling of the two parts.

It is impossible to say anything about the play without giving away its secret, which is only divulged at the last moment, but it is giving nothing away to say that the parts of the burglar and the girl are taken by two such finished actors, so well-versed in character portayal, that the very most is made of the tense situation. When the climax is finally reached, one realises the situation first with a sign of relief as the tension is relaxed, followed by an uncontrollable desire to laugh.

The last of the four plays is just "A. A. Milne" at his best.

An approximately accurate description of it would be, probably, a farce with a dash of melodrama.

The humour consists in the picture of John and Mary, a very typical sit-by-the fire, prosaic couple of stay-at-homes, with a yearning for something exciting to happen, suddenly, involuntarily, immersed in a piece of good old Adelphi melodrama, bringing in the hero, the villain, the bad man, etc., to say nothing of the man in the bowler hat, whose RAISON D'ETRE is not apparent until the end of the play, when he provides the solution.

What would most people do when their sacred hearth was invaded by a fantastic incursion from a world outside their usual ken?

A. A. Milne succeeds in making an extremely amusing farce out of the reaction of John and Mary to this particular invasion, and it forms a very fitting wind-up to an evening which proves once again what a very wide diversity of local talent there is.

It will certainly be interesting to see how Hongkong takes the A.D.C.'s new departure of putting on four short plays every evening instead of one long one. It undoubtedly tends to widen the appeal and should bring in those who like their evening's amusement served up in small doses with a variety of emotions. There may possibly be those who hold the mistaken idea that the A.D.C. is too "highbrow" for them. There never was any reason for holding such an erroneous idea, and on this occasion, particularly, the fare provided makes an appeal to every taste, and supplies an all too rare opportunity of an evening's amusement which is something different from what one is used to. No-one should miss the opportunity of going to the Theatre Royal on at least one night of the present season, and owing to its being Interport Week, seats should be booked in good time.

PRINCE GEORGE LEAVING.

TO BE HOME BEFORE CHRISTMAS.

MODEST AND POPULAR PERSONALITY.

Hongkong residents learnt yesterday with some surprise that His Royal Highness Prince George, K.G., who is now serving as a lieutenant in H.M.S. *Hawkins* is leaving on Thursday for England. Prince George will travel on the R.M.S. *Empress of Russia* accompanied by Lieut. Halsey, R.N., who on ceremonial occasions has acted as his A.D.C. His Royal Highness is due to arrive in England well before Christmas.

Sub-Lieutenant Prince George, R.N., as he then was, arrived in Hongkong on the s.s. *Malwa* in May, 1925, to take up his appointment to H.M.S. *Hawkins*, flagship of Sir E Alexander-Sinclair, the Commander-in-Chief of the China Station. Promotion to the rank of Lieutenant came since he arrived here.

"I will have no milksops in my family," is a remark popularly accredited to H.M. King George, and his fourth son, who is now 23 years old, has gone through the usual rigours of the British naval training ashore and afloat. A capital sportsman and an efficient officer he has been thoroughly popular, in the Fleet and in sporting and social circles ashore. A keen rider, "P.G." as His Royal Highness is popularly known, rode, though without being placed, in the United Services Cup at the Jockey Club; he has often followed the Drag Hunt at Fanling and has played a good deal of polo.

Prince George attended a number of dances and other social functions last winter and at a fancy dress dance made an impressive figure in the costume of a Chinese Mandarin.

A Real Naval Officer.

His Royal Highness has been here strictly as a naval officer; the training he has received in that profession evidently being regarded by H.M. the King, himself an experienced naval officer, as the best preparation for the arduous public career always undertaken in later life by a member of our Royal House. Twice only has the Prince been called upon to perform duties of a public and ceremonial nature and on each occasion he has had the pleasant duty of investing H.E. the Governor (Sir C. Clementi, K.C.M.G.) first with the insignia of a K.C.M.G. and on Monday last with the insignia of a Knight of Grace of the Order of St. John of Jerusalem. On the former occasion, which was a particularly impressive ceremony, it may be recalled that the Hon. Sir Shou-son Chow, the Hon. Mr. E. R. Hallifax, Mr. George Duncan, Mr. George White, and Subadar Major Fazal Khan also received decorations at the Prince's hand.

Prince George will take with him the good wishes of the whole Colony and the subsequent career of this modest and capable member of the Royal Family will be watched with great interest by all who came in contact with him in the Far East.

SWEDISH ROYALTY.

PASSING THROUGH HONGKONG NEXT WEEK.

CROWN PRINCE AND PRINCESS.

As already announced, H.R.H. the Crown Prince Gustavus Adolphus and H.R.H. the Crown Princess Louise of Sweden are passing through Hongkong on the N.Y.K. s.s. *Katori Maru* on the 19th inst. They are travelling *incognito*, and no reception will be held here.

The Prince and Princess arrived in the Orient *viâ* U.S.A. They left San Francisco on the 3rd August by the N.Y.K. s.s. *Shinyo Maru*, spent two weeks at Honolulu, and arrived at Yokohama on the 6th September by the s.s. *Siberia Maru*.

They were enchanted with the scenery and sights of Japan, and as the Prince and Princess possess considerable knowledge of archaeology, they were presented with valuable archaeological specimens of old Japan.

After leaving Japan, they proceeded to Korea, then by rail through North China to Shanghai, where they will embark on the *Katori Maru* on 16th instant. Arriving in Hongkong on the 19th, they sail at 11 a.m. next day by the same steamer for home.

Among the members of their suite are Mr. Nils de Rudebeck (Grand Chamberlain), Mrs. A. Dudebeck, and Captain Gosta Aabrink (aide-de-camp).

TREATY REVISIONS.

NEW MOVE BY PEKING GOVERNMENT.

[THROUGH REUTER'S AGENCY.]

PEKING, November 9th.

The Cabinet this morning approved the Waichiaopu's suggestion for the formation of a special commission to study and prepare for the revision of all Sino-Foreign Treaties due to expire soon.

The Waichiaopu's memorandum notes the fact that the Sino-Spanish Treaty expires on May 1927, and the Cabinet has decided to notify Spain five months in advance of China's desire for a revision.

[REUTER'S AMERICAN SERVICE.]

The American Standpoint.

WASHINGTON, November 9th.

It is the considered view of the State Department that the terms of the Sino-American Commercial Treaty will not permit denunciation by either party. Attention is drawn to Article 17 of the Treaty providing that either party may demand a revision at the end of 10 years from the date of exchange of the ratifications in January 13th, 1903, failing which the treaty will remain in full force for a further decade.

According to the strict letter of the Treaty, the question even of revision would appear to be in abeyance until January 1934 but the State Department recalls that the Powers agreed at the Tariff Conference and also at the investigation of extraterritoriality, the fact that the Sino-Belgian Treaty apparently does not confer on China the right to initiate negotiations for revision, although it entitles the King of the Belgians to do so. It is so radical a variation from the terms of the American Treaty as to permit the American Government to remain as unparticipating, though an interested listener in the Sino-Belgian discussion.

SINO-BELGIAN TREATY.

A DENIAL BY LEGATION.

PEKING, November 8th.

With regard to Belgium's decision to ask the Hague Court to interpret Article 46 of the abrogated Sino-Belgian Treaty, the Belgian Legation denies the report that the decision was made on the suggestion of France or Japan.

SUN'S TROOPS RETREAT.

SHANGHAI, November 9th.

There has been fighting around Wusueh.

Marshal Sun Chuan Fang's troops are reported to have retired down river.

Marshal Sun himself is at Nanking.

BIG CRAFT LAUNCHED AT KOBE.

NEW JAPANESE SUBMARINE.

SHANGHAI, November 9th.

In regard to the submarine launched at Kobe to-day, details are secret, but it is reported that it is of 2,200 tons, with a speed of 25 knots, and carries two 12-cen. guns, also an anti-aircraft 8-cen. gun and an aeroplane.

REVOLUTION IN NICARAGUA.

MANAGUA, November 9th.

A force of 500 liberal revolutionaries is reported to have occupied Matagalpa, one of the largest towns in Nicaragua.

As a result of representations from the United States Legation, Government troops are rushing up to protect American coffee growers.

AMERICAN'S GIFTS TO FRANCE.

PARIS, November 9th.

The retired American banker, Mr. Edward Tuck, living in Paris, has made a gift to France of the historic chateau and grounds of fifty acres at Troispreaux near Paris, which will be united with the chateau and park of La Malmaison. Mr. Tuck previously founded and still maintains a hospital and a school of domestic economy at Rueil, near Paris, and has donated his collection of works of art to the City of Paris.

CONVICTS ATTEMPT ESCAPE.

COLUMBUS, November 9th.

Nine out of eleven convicts who escaped from prison were captured after a fight with the police. Three prisoners were wounded.

FRANCO-ITALIAN RELATIONS.

SEQUEL TO RECENT INCIDENTS.

[THROUGH REUTER'S AGENCY.]

LONDON, November 9th.

M. Briand and the Italian Ambassador conferred yesterday on the recent incidents.

Le Matin says that the Quai d'Orsay considers the violation of the French Consulate at Vintimiglia requires special protestation and adequate apologies, while incidents at Tripoli and Benghazi have been settled satisfactorily for France.

Le Petit Parisien understands that M. Briand will shortly receive a note explaining the measures decided by Signor Mussolini in order to punish the instigators of the incidents and to check extremists' demonstrations. Signor Mussolini should contemplate sending a circular recommending that Italian papers show more courtesy to France.

THE ROYAL WEDDING.

ENTHUSIASTIC SCENES ON BRIDE'S ARRIVAL.

BRUSSELS, November 8th.

Barriers were broken down and many people knocked down and trampled by the pressure of enthusiastic crowds anxious to see Princess Astrid and Prince Leopold, when they landed at Antwerp from a Swedish cruiser, and escorted by the Belgian King and Queen, and royalties and dignitaries drove to the station.

Equally wonderful were the scenes in Brussels, which was *en fete*. Steel-helmeted troops guarded the route, "seventy-five" guns fired a salute, aeroplanes circled overhead and crowds cheered as the carriages drove to the Palace. King Albert, Princess Astrid, Prince Leopold, and the Duke of Vestergotland, the bride's father, despite the rain, alighted *en route* and with bowed heads said a prayer at the tomb of the Unknown Soldier, on which Princess Astrid placed a wreath.

[BRITISH WIRELESS SERVICE.]

Prince Henry To Attend Wedding.

RUGBY, November 8th.

Prince Henry will represent King George at the wedding of Crown Prince Leopold of Belgium and Princess Astrid of Sweden, which will take place on Wednesday in Brussels.

INQUEST ON MR. AND MRS. ROSCOE BRUNNER.

EVIDENCE AT THE INQUEST.

LONDON, November 8th.

At an inquest at Wandsworth on Mr. and Mrs. Roscoe Brunner, who were found shot dead in their house, the evidence showed that Mr. Brunner had been in ill-health for two years, and was most depressed by serious business troubles, for which he, as Chairman of Messrs. Brunner, Mond was held responsible and had to vacate the Chairmanship. He was also most disappointed that he was not made a Director in the new amalgamation. His financial position was very sound. His wife on the day of the tragedy visited three newspaper offices.

Sir John Brunner testified that the wife had not accepted the vacation of the Chairmanship which Mr. Roscoe Brunner had accepted loyally, and Sir John was of opinion that if Roscoe learned that she had been visiting newspaper offices on his account that would be enough to turn his brain.

The Jury returned a verdict of murder and suicide.

SEQUEL TO SPANISH PLOT.

MADRID, November 8th.

The *Noticiero Del Lunes* declares that the arrest of Senhor Lerroux is not connected with the Separatist plot, but is due to the circulation of a pamphlet signed by him which the military authorities seized.

OBITUARY.

FAMOUS AMERICAN ACTOR.

PARIS, November 8th.

The American actor, James Hackett, has died in his hotel in Paris, after a short illness. His wife was at the bedside.

COAL DISPUTE.

THE GOVERNMENT'S SUGGESTIONS.

[THROUGH REUTER'S AGENCY.]

LONDON, November 8th.

The Government's suggestions to end the coal dispute are believed to be on the following lines; firstly, the mining percentage in addition to the basis rates be that provided for in the 1921 agreement, and that this basis minimum be paid whatever hours are worked; secondly, that the ratio for the division of the proceeds of the industry between wages profits vary between 87 and 13 per cent. and 85 and 15 per cent. according to the circumstances of each district; thirdly, that the present mode of ascertaining proceeds continues; fourthly, that the subsistence allowance to the low-paid day wage men be retained; and, fifthly, in the absence of a national agreement a guarantee be given to the Prime Minister from each district.

Good Progress Made.

LATER.

As foreshadowed earlier, the coal negotiations proceeded most hopefully, though the miners throughout were adamant against conceding longer hours, but a statement was issued at midnight at the conclusion of the Conference between the Cabinet and the miners, declaring that the Conference had adjourned as the Miners' Executive found it necessary to consult their constituents.

A Miners' Delegate Conference is being summoned for Wednesday.

[BRITISH WIRELESS SERVICE.]

Discussing the Compromise Plan.

RUGBY, November 8th.

The Miners' Executive considered for three hours this morning the compromise plan drafted by the Government of the mining dispute.

This afternoon they proceeded to Downing Street and submitted their views to the Premier and Coal Committee of the Cabinet.

The coal-owners were then summoned and were interviewed separately. The conversations were still proceeding at half-past seven this evening.

From statements made by the members of the Miners' Executive, it would appear that important points are still in dispute.

[REUTER'S AMERICAN SERVICE.]

U.S. MINERS' WAGE INCREASE.

NORTON, Virginia, Nov. 9th.

A general wage increase of 30 per cent. has been granted in the Virginia coalfields.

U.S. GOVERNMENT SHIPS.

BIDS FROM PRIVATE CONCERNS.

WASHINGTON, November 9th.

Three bids have been submitted by the Shipping Board for the purchase of five ships of the Government's "merchant" line, two of the bidders being the Winchester and Kenny Companies of New York. They offered also to charter five ships of the United States lines. Both bidders fixed the price of each of the five vessels at $200,000.

A third offer by Mr. Kermit Roosevelt proposes to purchase the steamers at $230,000 each and operate the United States lines on allocation by the Government. The Winchester Company also propose to construct two additional express ships suitable to operate with the *Leviathan* at a total cost of $30,000,000, of which the Shipping Board is to loan two thirds under the Merchant Marine Act.

The Potter Company offered $1,505,000 for either the *President Harding* or the *President Roosevelt*. The Atlantic Transport Company offered $4,000,000 for the *Leviathan*.

[THROUGH REUTER'S AGENCY.]

THE BETTING TAX.

EFFORT TO SECURE REPEAL.

LONDON, November 8th.

A movement to secure the repeal of the betting tax on constitutional lines took a definite form at a meeting of the members of the Victoria Club in conjunction with the Betting Reform Association.

A £20,000 fund was opened and £2,880 was subscribed in a few minutes. Donations are being solicited throughout the country.

THE IMPERIAL CONFERENCE.

CONSIDERATION OF WEIGHTY QUESTIONS.

[BRITISH WIRELESS SERVICE.]

RUGBY, November 8th.

Further progress was made to-day with the consideration of questions concerning inter-Imperial relations, which the Imperial Conference has referred to a Committee of Oversea Prime Ministers. The sub-committee on treaty procedure also met.

Most of the present week will again be devoted to work in committee and, as at present arranged, no full session of the Conference will take place until Friday. It will then have before it for approval several reports on technical and general subjects.

Three such reports were completed to-day by the Economic Committee which is in constant session. One of them deals with the steps that should be taken to overcome the pollution of navigable waters by the waste oil of vessels. Another discusses questions arising on the Brussels Maritime Law Convention and a third deals with the valuation of goods for Customs purposes.

The Forestry Committee has concluded its reference and a report has been drafted on the subject of world timber supplies in relation to the forests available. Attention has also been given by the Committee to the outlook regarding soft woods which, in Britain, constitute eighty per cent. of wood used for industrial purposes and the question of whether, in view of their diminishing quantity, substitutes can be found in tropical forests. Steps necessary for the conservation of present resources have also been considered and the report, which contains recommendations on these matters, reviews the programme for a further Empire Forestry Conference to be held in Australia and New Zealand in 1928.

These and other reports await the approval of the Imperial Conference.

[REUTER'S AMERICAN SERVICE.]

COTTON RESTRICTION.

EFFECTS OF GOVERNMENT BACKING.

NEW YORK, November 9th.

Traders regard the comparative strength of the cotton market despite the huge figures in to-day's estimate of 16,000,000 bales compared with 8,000,000 in 1921 as the first sign of the good effects of the Government financing plan involving the withdrawal of 4,000,000 bales and the reduction in the 1926 acreage.

The Agricultural Department admits that an uncertainty exists as regards the quantity of cotton which will be left unpicked, especially in view of the disposition of the farmers to leave the lower grades unharvested.

BLOODSHED IN MEXICAN ELECTIONS.

MEXICO CITY, November 9th.

Ten were killed and 30 wounded as a result of local elections, according to reports from various parts of the Republic.

SENSATIONAL AMERICAN TRIAL.

STATE "ABDUCTS" WITNESS.

NEW YORK, November 8th.

In pursuance of its efforts to secure evidence for the Hall trial, the State yesterday engineered what the newspapers describe as an "abduction."

Mrs. Gibson known as "the pig woman" and the chief witness of the prosecution was taken from hospital where she has been confined with kidney trouble since she collapsed in court on November 3rd. Fearing, apparently, that she would be operated upon without his consent, the State Attorney invaded the hospital and after a verbal encounter with the House Physician had Mrs. Gibson rushed off by ambulance thirty miles to the Jersey City Hospital, where the prosecution hopes to get her fit to give evidence on Thursday or Friday. But the doctors there think she will be unable to leave the hospital for three weeks.

FIFTY YEARS OF PARLIAMENT.

AS LORD OXFORD SEES THEM.

LIBERAL MINISTRIES.

"Fifty Years of Parliament," by the Earl of Oxford and Asquith, K.G., in two volumes, with 16 half-tone plates, was published recently by Cassel at 50s. net.

A book by an ex-Prime Minister dealing with politics and Parliament during the times when he played a leading part in them, and including his own Ministry, is such a unique production that a cordial welcome and considerable circulation are assured for Lord Oxford's two volumes. It is true that, of some 40 years during which the author has been in Parliament, he omits altogether (not perhaps unnaturally) the last 12, supplying their place with descriptions and appreciations of what occurred in politics while he himself was still at the City of London School or at Balliol. It is true also that, handsome and imposing as these volumes are, they hardly meet the reader's expectations as to quantity, owing to thick paper, wide margins, a division into seven parts and an extraordinarily large number of chapters—79 for 524 pages of letterpress—with the consequent blank spaces and blank pages. What is offered the public in two volumes at 50s. might well have appeared, to judge by the original editions of similar works of political importance, in a single attractive volume of 400 or 450 pages at half, or less than half, the price.

Lord Oxford's clear and scholarly prose is always a pleasure to read; and where (as frequently happens) he quotes speeches by himself or others, or passages from well-known political biographies, the quotations are judiciously selected and woven adroitly into the story. It may be surmised that, so far as he has any purpose beyond making a "contribution to history," he hopes to allure back into the fold Liberals who have lapsed to Labour, and to give pause to others disposed to follow their example, by this agreeable narrative, which, without apparent bias beyond what is pardonable in a party leader, brings into relief the solid grounds of performance on which the Liberals claim to be "the efficient" party of progress. There is, to be frank, not a great deal in these volumes which will be new to those who are familiar with the political history of the last 60 years; and for them the interest will rather lie in the admirable appreciations and criticisms of political leaders with which it abounds, and in the discussions in Part VI. and elsewhere of incidental questions such as Third Parties, the Prime Minister and the Cabinet, and Patronage.

The Gladstonians.

In spite of Lord Oxford's undoubted reverence for his old leader Gladstone, he diagnoses his weaknesses and acuteness in passages like this:—

It is one of the many paradoxes, in the complicated temperament and character of this illustrious man, that, with an almost unrivalled faculty of lucid and convincing statement, he took what seems like a perverse pleasure from time to time in saying and writing things which puzzled and baffled plain people.

He revives fading memories by the discriminating manner in which he conjures up before our eyes such colleagues of Gladstone's as Clarendon, Lowe, Cardwell, Spencer, and Granville—not to mention Childers, "without whom it was one of Mr. Gladstone's foibles that no Liberal Cabinet was adequately equipped." He gives a highly finished comparison of Harcourt and Morley, "that incongruous couple," who "had hardly a prejudice in common" and whose "intercourse, once they became friends, was chequered by periodic misunderstandings," but who were at once the leaders of the Anti-Imperialist or Little English school and Gladstone's principal lieutenants in his Home Rule days. Noting the intimacy which, in spite of many clashes in the past, grew up after 1885 between Chamberlain and Randolph Churchill, Lord Oxford somewhat unkindly remarks that "they were both born and highly trained demagogues." Of Parnell, with whom, as his counsel before the Special Commission, he had intimate conversations, he writes that his mind was "a strange compound of insight and obtuseness," that he "saw at intervals things which other people did not see, but was apt to be inconceivably blind to things which almost everybody else saw"—for example, his failure to grasp what would be the effect on public opinion, first, of his admission in Court that he intended to deceive the House of Commons, and, secondly, of the squalid O'Shea divorce case. "Two great figures" who left the Liberal Party over Home Rule are described in a highly sympathetic manner, Goschen ("a most expert dialectician and a master of effective epigram") and Devonshire (very cogent and impressive though with a "heavy-gaited mind"—"the best illustration in our recent history of the power of Personality"). Lord Oxford's appreciation is perhaps intensified by the fact that both these eminent men were towards the close of their lives at one with him in his animated defence of historical Free Trade against Chamberlain's new policy of Tariff Reform.

Obiter Dicta.

One or two *obiter dicta* in the book provoke surprise and comment. Remarking truly that the House of Commons has had undeserving favourites, Lord Oxford suggests Castlereagh as an example. But surely all recent historical research has tended, without lessening Canning's renown, to vindicate Castlereagh's policy and to place him high among British Foreign Ministers. As he was a most indifferent speaker, it is creditable to the House to have recognised his eminence. Another questionable judgment is that it was a "strange

(*Continued on next Column.*)

NELSON'S LAST WORDS.

ANSWER TO BASELESS CONTROVERSY.

EYE-WITNESS' STORY.

What were Lord Nelson's last words?

The question has been raised by a letter, published in the *Daily Express*, disputing the statement, in an article by Mr. L. Hore-Belisha, M.P., that Nelson said, "Kiss me, Hardy!" when he was dying. The writer of the letter declared that "What Nelson said was, 'Kismet, Hardy!'"

Surgeon William Beatty (who was afterwards knighted) was at Nelson's side when he died on board the *Victory* at Trafalgar, and he published an account of the great admiral's death in 1807. His narrative records that Nelson said, "Take care of my dear Lady Hamilton, Hardy, take care of poor Lady Hamilton. Kiss me, Hardy!"

The narrative continues, "The captain now knelt down and kissed his cheek, when his Lordship said, 'Now I am satisfied. Thank God, I have done my duty!'"

Quoted by Authorities.

Beatty was a trained observer, from the nature of his profession, and an officer whose character was irreproachable.

"His account of the death of Nelson has been accepted by all the recognised authorities and freely quoted by them," said Mr. W. G. Perrin, Librarian to the Admiralty, to a *Daily Express* representative. "Nelson knew he was dying when he requested his old friend to kiss him. There is, after all, not very much difference between Hardy's action and that of a son kissing his father under similar circumstances."

Sir Nicholas Harris Nicholas, in his authoritative work, "The Dispatches and Letters of Vice-Admiral Lord Viscount Nelson," published in 1846, accepted Beatty's account after exhaustive inquiries and investigations.

Mr. G. W. Younger, discussing the subject in the "Mariner's Mirror" in January, 1925, asked if Hardy misinterpreted Nelson's words—a possibility in the confusion of the cockpit, amid the din of battle.

Mr. Younger was unable to find any authority for saying that Nelson ever used the word "kismet," and the spontaneity of "Kiss me, Hardy!" is more acceptable, considering Nelson's temperament, than the alternative theory.

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omission" of Queen Victoria not to ask Gladstone's advice in 1894 as to his successor. But the Queen followed what she regarded as constitutional practice, which is set forth in a *locus classicus* in "The Letters of Queen Victoria," First Series, Vol. II., ch. 21. When Lord Derby, on resigning in December, 1852, volunteered advice on the subject, the Prince Consort interrupted him, "saying that, constitutionally speaking, it did not rest with him to give advice and become responsible for it, and that nobody could properly throw the responsibility of the Queen's choice upon him"; and Lord Derby admitted that, "strictly speaking, the Sovereign acted upon her own responsibility." The Queen clung to her prerogative, and only consulted the outgoing Minister on this point when she had special confidence in him; and it will be remembered that in 1859 her Majesty on her own initiative sent in the first instance for Lord Granville in order to avoid an invidious choice between the two veteran ex-Premiers of the Liberal Party, Lord Palmerston and Lord John Russell.

Cabinet Etiquette.

In an interesting passage Lord Oxford describes the nature of a meeting of the Cabinet as he knew it:—

It is not, or was not in any of the Cabinets in which I have sat, the custom (unless in exceptional cases not always of the first importance) to take a division. . . . It was left to the Prime Minister to collect and interpret the general sense of his colleagues. No stranger (unless specially summoned to give information on a particular matter) was ever admitted; and when a message came from outside, the door was always opened and shut by a Minister. No food or drink was allowed, except some hard biscuits, which were believed to date from the time of Pitt, and some plain water. Smoking was strictly tabooed. In the matter of seating there was no order of precedence, but each Minister always occupied the same place. In my Cabinet, Morley sat on one side of me, and, after the outbreak of war, Kitchener. It was contrary to etiquette for any member of the Cabinet except the Prime Minister to take notes, and the only record of the proceedings was in the letter which he wrote to the King, and of which a copy was preserved by his private secretary. . . . I remember that, when my attention was called to the fact that a Minister was apparently taking notes on his own account, I felt bound, with the assent of all my colleagues, to make a somewhat sharp remonstrance.

It may be remembered that it is to the practice of taking notes by a Minister, the 15th Lord Derby, Disraeli's Foreign Secretary in the 'seventies, that we owe the only contemporary evidence of the details (subsequently fiercely disputed by several of his colleagues in Parliament) of the critical Cabinet during the Eastern crisis on March 27th, 1878—the meeting which resulted in his resignation. Now that a Cabinet secretariat has been working for some years, it is to be hoped that the unbusinesslike system of keeping no formal record of Cabinet decisions, a system which has often been responsible in the past for similar misunderstandings, will never be revived. Lord Oxford obviously views the new departure with doubt, if not disapproval. "I have no experience of its working," is his cold comment.

HARMONY!

IF a motor tyre is to serve well—to yield good mileage and afford security on all the varied road surfaces covered by your car, the tread and casing must work harmoniously together: they must wear uniformly; the casing must be strong enough to carry the stout tough tread.

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CORD TYRE

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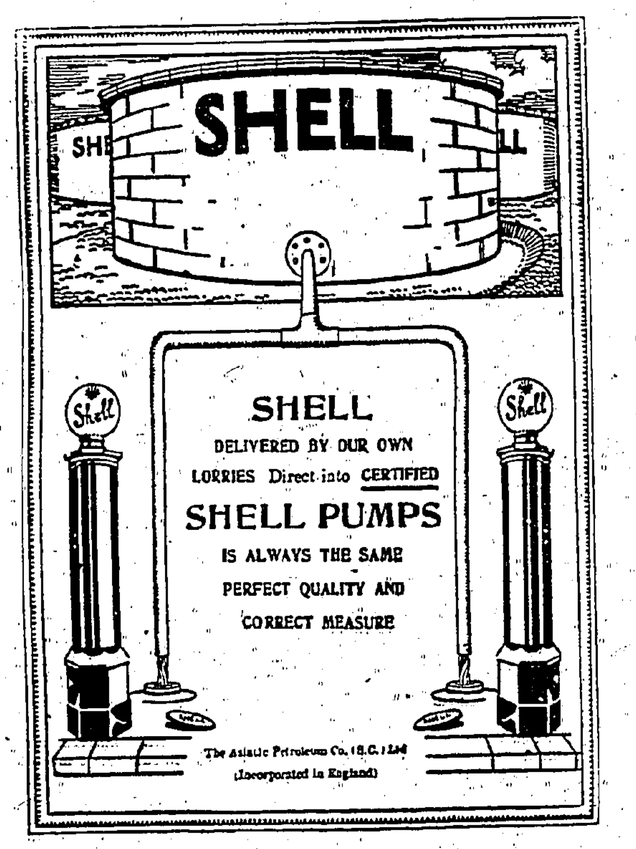

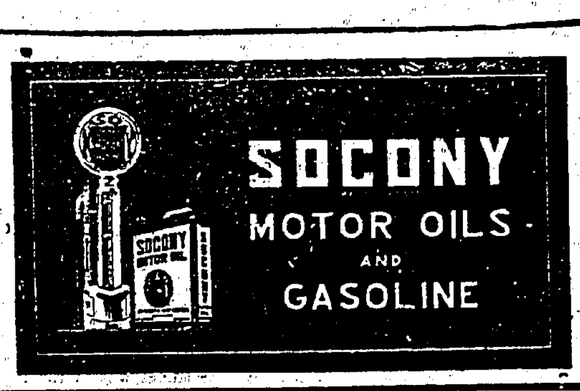

Motoring Notes: A Weekly Review dealing with matters of interest to all local motorists.—

Motor and Ferry Traffic—Work for the Police—Local Skidding—The £100 Car.

[BY AN OWNER-DRIVER.]

MOTOR AND FERRY TRAFFIC.

During the debate on the Annual Budget quite a lot was said about matters that affect motorists.

The definite pronouncement that the Government intend to run a proper ferry service for carrying motor-cars across the harbour is good news. "More quick, more better" as we say in the local idiom.

What motorists really would like to know is. When will these new ferries for motor-cars be ready. It will not be possible to bring vessels of the design and dimensions needed alongside any of the existing piers.

Some entirely new pier will have to be built and this should be fairly central and get out of the way of the main streams of traffic.

After considerable consideration of the advantages and disadvantages of various possible places there seems to be only one suitable site. This is on the Praya between the Hongkong Club and the Naval Yard.

To be really well done the scheme will probably involve a certain amount of reclamation for there must be sufficient space off the road for the cars to park while they are waiting for the ferry. The ferry will no doubt be so constructed that the cars can get on and off easily. For that purpose it will need to run in to a dock-like berth so that both sides of the ferry may be used at once for unloading.

Where shall we land on the Kowloon side?—Motorists would like to disembark their cars as near to Nathan Road as possible. The existing arrangements are not at all satisfactory because the cars have to get at once into the stream of traffic that whirls around the space outside of the Star Ferry.

To cross over to the present landing place in the space belonging to the Wharf and Godown Company means, if the ferries start from the Murray Pier position, cutting right across the route of the Star Ferries.

Surely there is some suitable space not far from Holt's Wharf, but perhaps the tide is too strong at that end of the peninsula?

KOWLOON PROBLEMS.

As to the great problem of traffic at the Star Ferry and Railway entrances we are assured that something will soon be done in the way of improvements.

What about the Taipo Bridge? It is now nineteen months since that problem forced itself unpleasantly on the attention of motorists. To all intents and purposes there is the prospect of many more months of irritation.

WORK FOR THE POLICE.

During the last few weeks motorists have been suffering from the unwelcome attention of local chauffeurs.

As far as can be ascertained the demand for paid drivers is not as great as the supply. The number of owner drivers in Hongkong is increasing. More and more people are learning that a chauffeur is such an expensive luxury that there is a very real inducement to do without one.

As a result of the efforts of the local Automobile Association the wages paid to a reliable chauffeur are much less than was the case three or four years ago. That has also been made possible by the law of supply and demand.

During the "boom" times absurd wages were paid to local chauffeurs. In one case as much as $120 a month was given and this exaggerated standard made it almost impossible to keep wages within a reasonable figure.

CIVIL DRIVERS—BUT 1.

The experience of one owner driver has been that the average Hongkong paid driver is usually a very civil and obliging fellow.

On many occasions he has received roadside help in changing a tyre or trying to trace a fault that has put the headlights out of action.

On more than one occasion at Repulse Bay, when the battery had run down and the temperature and humidity was what it can be during summer in Hongkong a paid driver has very civilly come along and "cranked up" a sluggish engine.

A dollar was the usual reward but it is only fair to add that a more than one occasion it has been smilingly refused. A complete stranger in the uniform of a paid driver has said "Maskee, you b'long my friend."

All this makes it is hard to accept the evidence about the misdeeds of local chauffeurs.

The facts of the case are, however, sufficient to call for publicity so that unwary owner drivers may be on their guard.

Also the police may be called in to try and catch the criminals concerned.

A CRIMINAL ACT.

Owner drivers who have left their cars unattended in Statue Square complain that their tyres have been deliberately cut.

New tyres have had what is obviously a slit made with a knife. Cars have found their tyres flat and investigation has revealed that someone has deliberately made a puncture.

The first impression is that this has been done by some chauffeur who wishes to earn a dollar tip for helping to change the tyre.

It would, however, be as well for any owner driver who finds himself in this fix to demand the licence number of any paid driver who offers to help him out of his difficulty.

UNEMPLOYMENT.

There may be an even deeper plot. Owner drivers are being perpetually bothered by unemployed chauffeurs who are trying to get a job.

During the last month one owner driver has received five letters (some with stamped addressed envelopes enclosed) and many personal applications.

There seems to be a deliberate plot on the part of some of the local chauffeurs to make things as unpleasant as possible for local owner drivers in the hope that their paid driver friends will be employed.

It is "up to" the local Automobile Association and the police to carry the war into the enemy's camp.

ABSURD PRICES.

The whole problem of local paid drivers needs to be thoroughly ventilated for car owners have been badly exploited in the past.

A good mechanic, who has had a five years apprenticeship, is paid $40 a month. He works hard with his hands for that wage.

The pampered local paid driver had had no long apprenticeship. He usually learns his job at the expense of some ignorant owner of a car in a few weeks.

He refuses to clean down the car and says that a coolie should do that.

The actual market value of a good local chauffeur is not more than $30 and owners should support the energetic secretary of the local Automobile Association in his landable endeavours to reduce to a reasonable price the wages of local paid drivers. Any misconduct should be at once reported to the police. They know the reliable men.

LOCAL SKIDDING.

Anyone who has experienced the sensation of being in a car when there is a bad skid will agree that it gave them a very unpleasant feeling. Even the experienced driver is more or less dazed when he feels that he has no control but the man at the wheel does have the advantage of having to concentrate—on the problem of getting out of the difficulty.

The passengers feel themselves absolutely helpless. The less they know about skidding and its dangers the better for them.

During the past few weeks there have been many cases of bad car skids. There was one on Stubbs Road only a few days ago. A particularly good driver, careful and experienced, suddenly found his car completely out of control. It hit the bank and bent the front axle and wings. He was lucky to get off as cheaply.

CAUSES OF TROUBLE.

There are two chief causes of skidding in Hongkong.

One is the current practice of sprinkling the roads with water from carts and the other is oil from lorries.

If, as has been suggested, the water used for the purpose is sea water that probably accounts for the fact that the local roads just after being watered are particularly bad.

The object of the authorities is, of course, to lay the dust and make things more pleasant for all users of the roads.

It is generally believed that the suggestion about using salt water for this purpose originated with the active Dr. Koch. No doubt his idea—if it was his idea—was that to use salt water for this purpose would be an economy.

Unfortunately, the plea of economy often leads to experiments that prove costly. In this case the cost comes on the unfortunate motorist who skids on the salined surface of the roads.

After all the economy so secured must be very little. The total amount of water used during the dry season for road sprinkling is said to be less than one day's supply for Hongkong.

There are several nullahs that run during the whole year and the water from them could be used.

In any case salt water on the roads is a menace to motorists.

WASHING ROADS.

The water cart as a means of cleaning roads with a tar macadam surface is out of date. What is done in other cities is worth noting. The roads are cleaned with a hose which flushes the surface.

This is done after midnight so as not to impede traffic.

It is said that from time to time the drains are flushed. If so the same water might possibly be used on the roads for cleaning purposes.

A difficulty, is the pressure required, but is it impossible to make use of the fire brigade appliances for the purpose?

One engine on duty from midnight to, say, 6 a.m. would do a great deal. The central part of Victoria requires the greatest attention.

Even if the engine were needed for an emergency those working it could be easily communicated with by a motor-cyclist.

After the road has been flushed down with a hose, a "squeegee" is needed to complete the work of making it suitable for motor traffic.

There are a couple or so of old brushes on carts drawn by bullocks that used to be seen on the streets but they seem to have disappeared.

In any case it would not be very expensive to obtain some improvement on those old and out of date brushes.

WATCH THE LORRIES.

Keen motorists are all in favour of increasing the number of motor vehicles in Hongkong. They do, however, think that the very casual drivers of some of the lorries require to be taught a lesson.

Not only do they leave half bricks on the roads and "park" their vehicles at awkward bends, but they are so careless that they leave great patches of oil on the road.

Apparently what happens is that Lubricating oil collects on the tray under the engine—the tray is probably never cleaned! Then when the lorry goes up hill a sudden acceleration or braking jerks out a splash of oil on to the road.

The unfortunate car driver coming down hill finds his car skidding helplessly as soon as a wheel gets on to the oily surface.

The difficulty is that he has no idea of the identity of the offender. Perhaps somebody the local Automobile Association may be able to afford a patrol to watch lorries. Or, better still the number of motor cyclists in the police force may be increased.

Meantime one wonders if it is possible to enforce some regulation that the trays shall be so constructed that the lorries and not the roads shall suffer if the trays are not properly cleaned out.

THE £100 CAR.

For many years motoring enthusiasts have talked about the £100 car. At last an ambitious British firm has produced one.

The engine is rated at 8 horse-power and has four cylinders. The dimensions are 56.5 by 100 m.m. Overhead valves are provided.

There is a multiplate clutch. A three speed gear box is arranged with central control.

Quarter-elliptic rear springs are fitted. A rack and pinion gear is steering.

A speedometer and spare wheel are supplied as standard fittings.

There are two front seats and a chummy type rear.

The wheel base is 8 feet 4 inches and the track is just one inch short of four feet.

It is said that the coach work is attractive.

We can only hope that the car will prove as good as it sounds. The £100 car will be within the means of many who cannot afford the cars now on the market.

It must be remembered that a light 8 horse-power car—the weight of the £100 car is not stated but it is probably about 10 cwt.—will cost much less to run for petrol, oil and tyres than a car of, say 20 horse-power.

The tax in England will be less!

We shall all be only too delighted if this effort means keener competition to cater for the buyer of very moderate means. Will the £100 car be a success? We can only wish it luck.

INSURE

YOUR

MOTOR CAR

WITH

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THE "OCEAN" COMPREHENSIVE POLICY

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35 miles on an Imperial gallon of petrol

55 miles an hour—5 to 30 miles in 13 seconds

4-wheel brakes—stops in 51 feet from a speed of 40 miles an hour

Turns in 34-foot circle—parks in 14 feet of curb space

5 feet 9 inches high—lower gravity centre—greatest safety

Modern-type body—provides more *inside* room than other light cars

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The OVERLAND WHIPPET is a complete new car . . . designed and built as a unit. The enclosed models, or the touring model with the top up are only as tall as the average man. Yet, interior arrangement is spacious and comfortable.

The especially designed steering mechanism for balloon tyres and four-wheel brakes make steering easy. Its high-torque, 31-horsepower engine of small bore and long stroke gives you power to pull through *deep* mud and sand.

Here at last is a motor-car that will run 35 miles on an Imperial gallon of petrol . . . well over 1000 miles on a gallon of oil . . . with incredible mileage on tyres.

In fairness to yourself see this remarkable car. Drive it . . . find out for yourself its amazing performance.

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HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, November 9th.

	Previous Day at 2 p.m.	On Date at 8 a.m.	On Date at 2 p.m.
Barometer ...	30.04	30.09	30.03
Temperature ...	76	70	74
Humidity ...	62	81	68
Wind Direction ...	ESE	E	ESE
" Force ...	3	4	3
Weather	B	C	B
Rain	0.00	0.00	0.00

Highest open-air Temperature on 8th ... 76
Lowest open-air Temperature on 9th ... 70

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder

HONGKONG TIDE TABLE.

From November 10th to 16th, 1926.

Days of Week	Days of Month	High Water H'kong Standard Time	High Water Height	Low Water H'kong Standard Time	Low Water Height
		h. m.	ft. in.	h. m.	ft. in.
Wed.	10	1 46 a	4 6	m 6 46	1 6
		11 49 a	7 8	5 1 a	4 1
Thur.	11	5 24 a	4 5	m 7 54	1 7
				5 36 a	4 4
Fri.	12	m 0 46	7 5	m 9 8	1 8
		4 54 a	4 8	6 26 a	4 7
Satur.	13	m 1 56	7 1	m 10 19	1 9
		5 51 a	5 0	8 14 a	4 9
Sun.	14	m 3 24	6 7	m 11 23	1 9
		6 29 a	5 4	11 1 a	4 7
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		7 1 a	5 8		
Tues.	16	m 6 22	6 4	m 0 21	4 0
		7 31 a	6 3	0 57 a	2 2

PILES

The agonizing pain, the inflammation, swelling, burning irritation and loss of blood caused by piles soon reduce any man or woman to a state of terrible weakness. The evidence of thousands of sufferers proves Zam-Buk to be a positive relief for piles, both inward and outward.

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[101

DRAKE'S FAIR NAME.

ALLEGATION WHICH WAS FALSE.

NEW EVIDENCE FROM NEUTRAL SOURCE.

The allegation that Sir Francis Drake when leading the English Fleet up-Channel in pursuit of the Spanish Armada deserted his post in order to loot a crippled galleon has been finally proved false.

The *Fugger Nelks Letters* contain a despatch by a German ship's captain, which verifies the statement made by Drake that he broke line in order to investigate suspicious ships.

For the removal of the slur thanks are due to Mr. E. F. Benson, the well-known novelist, who, following his recent letter to *The Times* on the subject, received a representative of *The Western Morning News* to whom he explained the results of his inquiries into the matter.

Mr. Benson's Observations.

Interviewed at his quaintly-charming old residence at Lamb House, Rye (formerly the home of Henry James, the author), Mr. Benson observed:—

The accusation against Drake was, briefly, that he deserted his post as leader of the English Fleet to go after loot. While he was leading the fleet up the Channel in pursuit of the Armada, our vessels being guided by his lantern, Drake, in the middle of the night, saw suspicious-looking ships, and thought it his duty to investigate their intentions.

It must have seemed to Drake that if there was light enough for him to see these ships there would be light enough for Lord Howard, the Lord High Admiral, in the flagship *Ark*, to see that he had gone, and the extinguishing of his lantern was almost in the nature of a signal to Howard that he had left the line. Drake appears, indeed, to have assumed that the *Ark* would take the place of his vessel, the *Revenge*, at the head of the fleet, and Lord Howard must have had a very bad watch, because he did not see that Drake had put out his light.

Howard's Mistake.

During the remainder of the night Howard followed the light of one of the Spanish ships, and nearly got captured. Next morning, it was found that Drake had gone, but later in the day he rejoined the fleet, and reported that he had gone out of line to find out what the strange ships were. Howard accepted this explanation, but Frobisher refused to believe it, and alleged that Drake had deserted the line to capture prizes. The quality of Frobisher's objection may be seen when it is mentioned that he threatened that unless Drake would give him his share of the prizes he would have "the best blood out of his belly."

There has always been a doubt, and the idea has existed that Drake had endangered the flagship by turning out of line without due reason. Only this year the *Fugger News Letters* came out, and on page 168 there is an account given by the captain of one of the German ships that Drake had turned out of the line to investigate, which completely clears Drake from the aspersion. The letter is dated Hamburg, August 3rd, 1588, and in it Herr Hans Buttbeer describes that he was going up the Channel, and wanted convoy when Drake in the *Revenge*, came to question him on the night of July 21st, and gave him safe conduct, telling him to join up with the English fleet. Herr Buttbeer goes on to say that subsequently Drake saw a Spanish galleon, *Our Lady of the Rosary*, in a damaged condition, and summoned it to surrender. *Our Lady of the Rosary* yielded, and Drake took on board the *Revenge* the Spanish captain, Don Pedro de Valdes and other officers, receiving them with great cordiality. He gave them a banquet, and "entertained them besides with trumpets and music."

Wealth in Captured Ship.

On board the captured ship were 50,000 ducats and a quantity of jewelled swords, which King Philip had intended to present to prominent Catholics in England, instead of which they now fell into the hands of a red-hot Protestant.

After he had rejoined the fleet, when they came opposite Rye, Drake put Don Pedro ashore in that town as a prisoner, and probably the loot was sent there with him. Thus it is clear that Drake's action was dictated in no way by motives of personal aggrandisement, but purely by a sense of duty to ensure the safety of the fleet by investigating the intentions of strange ships.

The Vital Extract.

The extract from the *Fugger News Letters*, second series, is as follows:—

"312, Hans Buttbeer's account of the Armada.

"HAMBURG, August 3rd & 4th, 1588.

"Hans Buttbeer has arrived off the town in a big ship. He comes through the Channel from San Lucar. He was with Captain Drake for four or five days, and joined the Englishman on the 21st of last month, just after the latter had had an engagement with the Spanish Armada. From the 21st to the 26th they had skirmished and fired heavily at each other, but they could not board, and the English with their little ships sailed so well and manœuvred so skilfully, firing meanwhile, that the galleasses could not get at them.

"Drake captured Don Pedro de Valdes—admiral of fourteen vessels, and had him and ten other nobles brought on to his own ship. He gave them a banquet and treated them very handsomely, and entertained them besides with trumpets and music. On this ship he took 60 guns and made 450 men prisoners. Moreover, he got yet another ship, which caught fire of itself. All this happened in the presence of the skipper.

(*Continued on next Column.*)

HONGKONG SHIPPING.

The freight return for Hongkong during the 24 hours, ended at 9 a.m. yesterday, was far below the average. There were only 2,974 tons general cargo imported into the Colony, out of which 468 tons were carried in British vessels.

Cargo for ports beyond continued to be good. The total tonnage on vessels passing through Hongkong was 11,033, out of which only 277 tons were conveyed by a British vessel.

During the 24 hours, ended at 9 a.m. yesterday, 12 vessels arrived and 7 departed, the nationalities being British 5 arrivals and 4 departures; Japanese 2 arrivals and 1 departure; Norwegian 2 arrivals; Dutch 2 arrivals and 1 departure; French 1 arrival and Portuguese 1 departure.

At 9 a.m. yesterday there were 61 vessels in port, out of which 20 were British.

The tabulated list of arrivals and clearances will be found on page 10.

SHIPPING NOTES.

The British steamer *Glenfalloch*, bound from Amoy to Singapore, encountered heavy monsoons and cyclonic weather, and had to put into Hongkong for coal and water.

The total number of deck passengers entered for the twenty-four hours ended at 9 a.m. yesterday was 1,479, of which the s.s. *Governor General Merlin* (French) from Saigon, carried 167; the s.s. *Tjiliboeat* (Dutch) from Dutch East Indies, carried 216; the s.s. *Van Overstraten* (Dutch) from Amoy, carried 648; and the s.s. *Glenfalloch* (British) from Amoy, carried 448.

The s.s. *Taiping* arrived from Melbourne and Manila yesterday with 257 tons of general cargo for local discharge, and 238 tons for ports beyond. She brought 26 cabin passengers, 57 Chinese second class passengers and 134 Chinese deck passengers.

The s.s. *Porthos* (Messageries Maritimes) arrived from Yokohama and Shanghai *en route* for Europe *vid* Marseilles. She brought 28 tons of general cargo for this port, and carried 695 tons for other ports. She had on board 47 first-class passengers, 35 second-class and 16 third class passengers, together with 38 Asiatic cabin passengers. She also brought mail from the North and from Home and Europe *vid* Siberia.

SHIPPING BOARD CHANGES.

NEW MANAGER FOR HONGKONG.

The following changes in the Far East staff of the Shipping Board are to be made shortly:—

Mr. Victor Smith, Oriental manager, now acting manager of the Hongkong office, will return to Manila on board the *President Van Buren* for Manila where he has his headquarters.

Mr. A. F. Henry, acting disbursing officer of the Shipping Board in Manila, will arrive here on the *President Pierce* on November 20th from Manila and will be the local manager.

Mr. E. H. Schmidt, general treasurer of the Shipping Board in Washington, will arrive here on the *President Pierce* to make a general survey of the financial conditions of the Shipping Board in the Orient.

The position which Mr. A. F. Henry will vacate upon his departure to assume his duties here as manager, will be occupied by Mr. George Henry, former disbursing officer of the Shipping Board in Manila.

UNIVERSITY CHAIR OF ANIMAL BREEDING.

LORD WOOLAVINGTON'S GIFT.

Lord Woolavington, the racehorse owner and breeder, who tops the winning list of owners this year, and who won the Derby with Captain Cuttle in 1922 and with Coronach this year, has presented £10,000 towards a chair of Animal Breeding at the University of Edinburgh.

This gift follows on the announcement by the Rockefeller International Education Board of a grant of £30,000 for the extension of the Animal Breeding Department of the University on condition that a similar sum was obtained in this country.

VESSELS EXPECTED

Agra (Swedish East Asiatic), due about November 30th.
Delta (P. & O.), due November 12th, about 6 a.m.
Formosa (Swedish East Asiatic), due December 13th.
Nellore (P. & O.), due November 13th, about 6 a.m.
Talamba (B.I.), due November 12th, about 7 a.m.

On the 26th he received a pass, but only on condition of carrying a letter to another English force. There 28 Queen's ships were lying. As soon as their admiral read the document he got ready for sea to join Drake, but sent two yachts to Holland and Zeeland to tell them to keep a sharp look-out there and prevent the Dunkirk people from coming out.

"This noon there comes from Holland a vessel which was at Enkhuizen, actually on the last day of July. It brings news that 18 ships of the Spanish Armada were sunk by gunfire, and eight taken and brought to England. The rest of the Spanish Armada has fled to the French coast. If this is true it will somewhat abate Spanish insolence and give the English fresh courage, though they have no lack of insolence either."

LONDON'S THEATRES.

PRESENT PLAYS AND PLAYERS.

The ups and downs of theatre receipts are a perpetual mystery to the manager, says a Dramatic Critic in a London contemporary to hand. I was told yesterday that last week there was a pretty general boom all over London, and several plays either waiting in the country for London homes or being compelled to transfer were finding great difficulty in securing West End quarters.

Among the latter is "And So To Bed," which has to vacate the Queen's on the 30th to make way for "Queen High," the new American musical piece, that has just been launched with great success in New York. There seems little doubt that Mr. Fagan's piece will find a new home before it is too late, but the plans are not yet completed. There was a serious suggestion made that Miss Tallulah Bankhead should go to the Gaiety in the Belasco play, "The Gold Digger," as no other theatre was available, but this seems highly improbable.

Mr. Billy Merson's plans for "Riquette," in which he opens his career as actor-manager, are more definite. He has taken a theatre (the name of which has to be withheld) for a year, as he intends to produce more than one piece. In "Riquette" he will be supported by Miss Annie Croft, Miss Betty Chester, Miss Ivy Close, Mr. Reginald Sharland, and Mr. Charles Stone.

A Short-lived Boom.

The boom, however, proved to be of short duration for the receipts slumped sharply, and all kinds of reasons were put forward. The last contingents of the visiting Americans, it was said, left last week. Others declared that the fine weather was making stall habitués stay out of London longer than usual. Someone suggested that everybody was giving their spare cash to "Bart's." Whatever the causes of booms and slumps, it is a curious thing that two consecutive weeks often see a difference in a theatre's receipts of hundreds of pounds.

On the whole the season has begun favourably. The new American musicals have all started well. "Rose-Marie" seems to be as strong as ever. "Merely Molly," which began shakily at the Adelphi, has exceeded expectations and took £2,500 last week. The postponement of "The Golden Calf" at the Globe is partly due to the continued success of "Ask Beecles," though I am told that there have been casting difficulties. Mr. Prinsep wanted Mr. Godfrey Tearle and Mr. Franklin Dyall to share the chief rôles with Miss Margaret Bannerman, but neither of them is available, Mr. Tearle being in "Merely Molly" and Mr. Dyall in that obstinate success "The Ringer." Mr. Dyall, however, is finding time to produce "The Lash," by Cyril Campion (part author of "Ask Beecles") at the "Q."

All Hands to Shakespeare.

The programme for the Shakespeare Memorial Theatre Matinée at Drury Lane on November 9th, which the King and Queen will attend, is almost wholly Shakespearian. Sir John Martin-Harvey will appear as Richard III., Mr. George Grossmith as Malvolio, Miss Fay Compton as Cleopatra, Miss Edith Evans as Petruchio, and six comedians as the players in the last Act of "A Midsummer Night's Dream"—Mr. Huntley Wright, Mr. Mark Lester, Mr. W. H. Berry, Mr. Nelson Keys, Mr. A. W. Baskcomb, and Mr. John Deverell.

"The Oldest Profession," which the Elephant is staging next week, is a new play by Marcel Godfrey, founded on the novel by George K. Foster.

"The Rat Trap" is one of Mr. Coward's earlier plays. Mr. George Carr is producing, and the case will include Miss Mary Robson, Miss Elizabeth Pollock, Miss Clare Greet, Miss Adrianne Allen, Mr. Robert Harris, and Mr. Raymond Massey.

"Habit," at the "Q," is a new piece by Ralph Stock, and an extremely interesting cast—Mr. Norman McKinnel, Miss Louise Hampton, Miss Gillian Lind (a most promising newcomer), Mr. Lawrence Hanray, and Mr. Tom Nesbitt.

(*Continued on next Column.*)

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BRITISH DOCTOR FIGHTS A DUEL.

EX-OFFICER DEFEATS A FRENCH COUNT.

SWORDS USED.

PARIS, October 13th.

Dr. Javis, a former captain in the British Army, was victorious in a mystery duel fought in the outskirts of Antibes this morning with Count Paul de Villiers, a French aristocrat, who lives in a private yacht now anchored off the Riviera coast. The duel was fought with swords.

The count attacked desperately in the first two rounds, but without result, the Englishman contenting himself with clever defensive tactics.

In the third round Dr. Jarvis asserted himself, and with a clever thrust wounded his opponent in the right arm, and at the same time disarmed him.

The seconds then stopped the fight, but honour is declared not to be satisfied.

Both men are reticent with regard to the cause of the duel.

Miscellaneous.

Two interesting engagements for the new Daly's productions are Mr. George Graves for "The Blue Mazurka," the new Lehar piece, and Miss José Collins for the revival of "A Greek Slave."

Birmingham University's annual play, to be produced next March, will be "Princess Bébé," by Jacinto Benavente.

Mr. A. E. W. Mason has completed a new play, and is conferring with Mr. Arthur Bourchier about its production.

CREMATION BY GAS.

NEW METHOD TO BE DEMONSTRATED AT BRISTOL.

A new method of cremation by gas which has been approved by Cemetery authorities is shortly to be demonstrated at Bristol. A model crematorium on this system has been constructed to the directions of the Metropolitan Fuel Co. (Limited), the inventors, and fitted with Cox ignite combustors.

In crematoriums at present in use the difficulties have been the raising of the oven to the necessary temperature. In a coke or coal-fired crematorium, the fire is lit hours before the furnace is required for use, in order to bring the whole up to the high temperature required. With the ordinary method of gas burning, the process necessitates an enormous expenditure of gas to achieve the same result, but with the Cox ignite combustors a mixture of about one of gas to 5½ of air is passed through a porous refractory brick and lit on the surface.

In a few minutes the flame entirely disappears, and combustion takes place below the surface of the brick, which becomes incandescent and gives off radiant heat.

By this process it is claimed that any fuel gas can be used so economically that the initial cost of the fuel ceases to be of importance. Five minutes after the flame has been lit the furnace is ready for action, and the model crematorium which is to be tried at Bristol is capable of dealing with a charge of about 60lb. weight. It is to be demonstrated at the works of the Bristol Gas Company.

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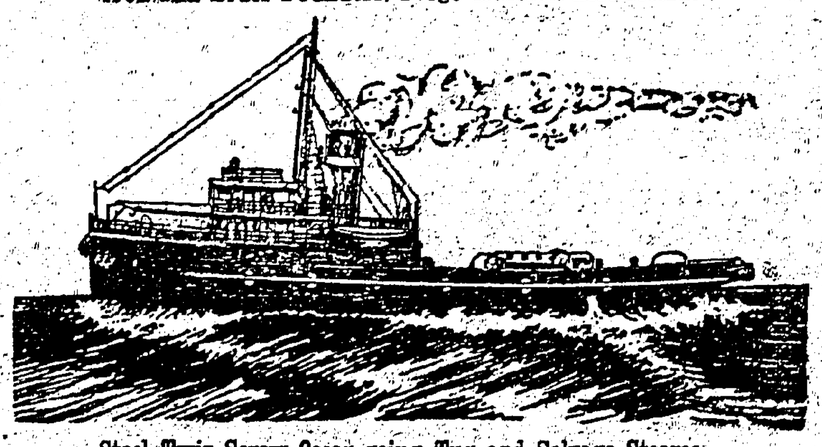

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SHIPPING NEWS.

ARRIVALS.

November 8th.

Borneo, British str., 1,297 tons, Capt. J. H. van den Berg, from Port Kampha, which port she left on November 4th, with a cargo of coal, lying at buoy No. B53.—Shun Tai S.S. Co.

Glenfalloch, British str., 1,434 tons, Capt. J. G. Connor, from Amoy, lying at Stonecutters.—Seng Soon Hong.

Gr. Gal. Merlin, French str., 954 tons, Capt. Fournier, from Saigon, with rice and general cargo, lying at buoy No. C43.—Hock Guan Seng.

November 9th.

Canada Maru, Japanese str., 5,780 tons, Capt. K. Mory, from Moji, with 1,050 tons of general cargo, lying at Kowloon Wharf.—O.S.K.

Hubro, Norwegian str., 1,026 tons, Capt. C. N. Thoresen, from Sourabaya and Manila, with a cargo of sugar, lying at buoy No. C40.—J.C.J.L.

Porthos, French str., 7,338 tons, Capt. Malaussena, from Yokohama *viâ* Shanghai. The former port she left on October 30th, with a general cargo, lying at Kowloon Wharf.—Messageries Maritimes.

Taikwa Maru, Japanese str., 2,197 tons, Capt. T. Ishigaki, from Swatow, with a general cargo, lying at O.S.K. Wharf.—O.S.K.

Taiping, British str., 2,552 tons, Capt. A. M. Frame, from Melbourne, which port she left on October 14th, with a general cargo, lying at Holt's Wharf.—B. & S.

Tsuyama Maru, Japanese str., 4,299 tons, Capt. R. Nakagawa, from Kobe and Manila, with a cargo of hemp, lying at buoy No. A3.—N.Y.K.

Van Overstraten, Dutch str., 2,583 tons, Capt. H. Shinter, from Amoy, lying at buoy No. A28.—J.C.J.L.

CLEARANCES.

November 9th.

Bourbon, for Hoihow.
Cheong Shing, for Swatow.
Hai Ching, for Swatow.
Hydrangea, for Kwang Chow Wan.
Paul Lecat, for Shanghai.
Porthos, for Saigon.
Prominent, for Saigon.
Seiyo Maru, for Singapore.
Sui Sang, for Swatow.
Taikwa Maru, for Canton.
Tai Sze Ma, for Kwang Chow Wan.
Tsuyama Maru, for Keelung.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Kashgar*, from Hongkong, arrived at London on November 7th, at mid-night.

PASSENGERS.

ARRIVALS.

By the s.s. *Taikwa Maru*, from Swatow on November 9th:—Mr. W. Noch, Mr. G. E. Huygen, Mr. and Mrs. Brummer and child.

By the s.s. *Taiping*, from Australia and Manila, on November 9th:—Mr. P. S. Singian, Mr. L. Singian, Mr. P. Singian, Mr. V. T. Singian, Mr. M. A. Singian, Mr. B. Singian, Mr. Caballero, Mr. J. T. Murray, Mrs. Charles, Mr. D. Wilson, Mr. Lundemuth, Mr. Grant-Smith, Mr. Westmacott, Miss V. Pegg, Mrs. Bellamy, Mrs. J. Mair, Nurse Faddy, Miss McPheadon, Mr. P. Poohov, Mr. F. H. Dillon, Mr. J. W. Green, Mr. G. Fawns, Mr. G. Edwards, Mr. S. J. Warren, Mr. A. Lamb, and Mr. H. Hunter.

By the M.M. s.s. *Porthos*, from Yokohama and Shanghai, on Nov. 9th:—Mr. R. B. Jordan, Mrs. P. C. Crosing, Mr. J. Sauvayre, Mr. Thibaud, Mr. R. W. Jenkinson, Mr. W. H. Kilby, Mr. C. G. Gordon Haddon, Miss T. A. Evans, Mr. and Mrs. Noronha and six children Mr. H. Religieuses, Mr. and Mrs. Tweedie, Mr. G. Lopumal, and Mrs. J. Gonsalves.

DEPARTURES.

By the M.M. s.s. *Porthos*, on November 9th:—Mr. and Mrs. W. E. Atwood, Miss I. C. Jordan, Miss L. H. Jordan, Mr. and Mrs. J. King, Mr. B. Pottertor, Mr. M. Bernabaism, Mr. A. R. Montalao, Miss Bayley, Mr. J. Duclos, Mr. R. C. H. Hedley, Mrs. D. Oliver, Miss He Treichler, Miss M. Jones, Mr. O. C. Sewall, Mr. Ditisheim, Mr. and Mrs. W. A. Beasly, Mr. and Mrs. L. E. Moses, Mrs. J. F. Hamill, Miss M. B. Hamill, Miss M. Parker, Miss E. C. Pelton, Mrs. E. S. Hobson, Mr. P. A. Goold, Miss F. N. N. Neill, Dr. F. Toullec, Mr. and Mrs. J. C. Q. P. da Silveira, Mr. A. Ferreira, Mr. C. Beaulion, Mr. L. Pottier.

SUNRISE AND SUNSET IN HONGKONG.

FOR NOVEMBER, 1926.

(STANDARD TIME OF THE 120TH MERIDIAN, EAST OF GREENWICH.)

Date.	Sunrise.	Sunset.
November 10th	6.33 a.m.	5.42 p.m.
,, 11th	6.33 ,,	5.42 ,,
,, 12th	6.34 ,,	5.41 ,,
,, 13th	6.34 ,,	5.41 ,,
,, 14th	6.35 ,,	5.41 ,,
,, 15th	6.36 ,,	5.40 ,,
,, 16th	6.36 ,,	5.40 ,,
,, 17th	6.37 ,,	5.39 ,,
,, 18th	6.37 ,,	5.39 ,,
,, 19th	6.38 ,,	5.39 ,,
,, 20th	6.39 ,,	5.39 ,,
,, 21st	6.39 ,,	5.38 ,,
,, 22nd	6.40 ,,	5.38 ,,
,, 23rd	6.40 ,,	5.38 ,,
,, 24th	6.41 ,,	5.38 ,,
,, 25th	6.42 ,,	5.38 ,,
,, 26th	6.43 ,,	5.38 ,,

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S.S. "HESSEN" ... sailing from here on or about 30th November, 1926
S.S. "PREUSSEN" ... sailing from here on or about 1st January, 1927
M.V. "VOGTLAND" ... sailing from here on or about 30th January, 1927

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Sailing 1 a.m., THURSDAY, November 11th,
Arrives VICTORIA and VANCOUVER,
November 29th, and connects with
S.S. "MONTROYAL"
From ST. JOHN December 7th,
Arriving BELFAST, December 14th;
LIVERPOOL, December 15th.

THROUGH FARES
£120. £112. £82.

CANADIAN PACIFIC EXPRESS
TRAVELLERS CHEQUES PAYABLE THE WORLD OVER.
THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C. 752. Cables: CAOANPAC.
Freight and Express: Tel. C. 42. Cables: NAUTILUS. [15

N.Y.K.

SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

SHINYO MARU ... Tuesday, 16th Nov., at Noon
*SIBERIA MARU ... Monday, 29th Nov., at Noon
TAIYO MARU ... Sunday, 2nd Jan., 1927
*Omit Honolulu. Calls Los Angeles.

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

ANYO MARU ... Friday, 26th Nov., at Noon
BOKUYO MARU ... Friday, 17th Dec., at Noon
RAKUYO MARU ... Wednesday, 12th Jan., at Noon

MARSEILLES, LONDON & ANTWERP via Singapore & Ports

KATORI MARU ... Saturday, 20th Nov.
*ATSUTA MARU ... Saturday, 4th Dec.
KASHIMA MARU ... Saturday, 18th Dec.
*Omit Malaca and Aden.

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU ... Wednesday, 24th Nov., at 11 a.m.
TANGO MARU ... Wednesday, 22nd Dec., at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

TSUYAMA MARU ... Friday, 12th Nov.
ATAGO MARU ... Monday, 29th Nov.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

WAKASA MARU ... Sunday, 21st Nov.

BOMBAY via Singapore, Penang & Colombo.

AWA MARU ... Thursday, 11th Nov.
TOKUSHIMA MARU ... Saturday, 27th Nov.

CALCUTTA via Singapore, Penang & Rangoon.

AKITA MARU ... Sunday, 21st Nov.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Saturday, 20th Nov.

SHANGHAI, KOBE & YOKOHAMA.

GENOA MARU ...(Moji direct) ... Tuesday, 13th Nov.
HAKONE MARU ... Monday, 15th Nov.
TAJIMA MARU ... Friday, 19th Nov.
SUWA MARU ... Monday, 29th Nov.

For further information, apply to— NIPPON YUSEN KAISHA.
Telephone: Central No. 292 (Private exchanges to all Depts.). [7

M.M. MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hgkg. and Sailing for S'hai. and Japan.	Probable Sailings from Hongkong for Marseilles.
CHAMBORD ...B ...	———	———	23rd Nov., 1926.
PAUL LECAT ...A ...	8th Oct., 1926	9th Nov., 1926	7th Dec., ,,
GENERAL METZINGER A	22nd Oct., ,,	24th Nov., ,,	21st Dec., ,,
AMAZONE ...B ...	5th Nov., ,,	8th Dec., ,,	4th Jan., 1927
ANGERS ...B ...	19th Nov., ,,	22nd Dec., ,,	18th Jan., ,,
D'ARTAGNAN ...A ...	3rd Nov., ,,	5th Jan., 1927.	1st Feb., ,,

RATES OF PASSAGE MONEY TO MARSEILLES
(including Table Wine and Free Doctor's Attendance).

A Class Steamers: 1st Class ... £ 99. 0d. 0d. | B Class Steamers: 1st Class ... £ 85. 0s. 0d.
2nd ... £ 70. 0d. 0d. | 2nd ... £ 61. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

LIGNES COMMERCIALES (CARGO BOATS).

s.s. "DR. P. BENOIT" from DUNKIRK, LONDON & HAVRE is due to arrive on the 22nd December.
(Sailings subject to alteration without notice.

For full Particulars, apply to:—
MESSAGERIES MARITIMES CO.,
Telephone. Central 740. 8, QUEEN'S BUILDING.
CONSIGNATION—TRANSIT—REPRESENTATION. [2

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

TSINGTAU via SWATOW & SHANGHAI	"FOOSHING"	...Thursday,	11th Nov., at Noon.
HONGAY	"HANGSANG"	...Friday,	12th Nov., at Noon.
STRAITS & CALCUTTA	"NAMSANG"	...Saturday,	13th Nov., at 3 p.m.
TIENTSIN	"CHIPSHING"	...Sunday,	14th Nov., at 6 a.m.
CANTON	"YATSHING"	...Tuesday,	16th Nov., at 6 a.m.
BANGKOK via SWATOW	"CHAKSANG"	...Tuesday,	16th Nov., at 10 a.m.
SANDAKAN	"MAUSANG"	...Tuesday,	16th Nov., at 2 p.m.
CANTON	"KWONGSANG"	...Friday,	17th Nov., at 6 a.m.
OSAKA via MOJI & KOBE	"LAISANG"	...Wednesday,	17th Nov., at 7 a.m.
HAIPHONG via HOIHOW	"MINGSANG"	...Wednesday,	17th Nov., at 10 a.m.
TSINGTAO via SWATOW & SHANGHAI	"YATSHING"	...Friday,	19th Nov., at 7 a.m.
SHANGHAI via SWATOW	"TINGSANG"	...Tuesday,	23rd Nov. at 10 a.m.
TIENTSIN	"CHEONGSHING"	...Friday,	26th Nov., at Noon.
STRAITS & CALCUTTA	"FOOKSANG"	...Saturday,	27th Nov., at 3 p.m.
STRAITS & CALCUTTA	"KUTSANG"	...Thursday,	2nd Dec., at 3 p.m.
SANDAKAN	"HINSANG"	...Tuesday,	7th Dec., at 3 p.m.
KOBE	"HOSANG"	...Saturday,	11th Dec., at 7 a.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS.
TELEPHONE: CENTRAL No. 215. [3

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS. Vessel	Due Hongkong.	HOMEWARDS. Vessel.	Discharges	Leaves H'kong.
"GLENTARA" ...	16th Nov.	"CARMARTHENSHIRE"		30th Nov.
"CARNARVONSHIRE"	27th Nov.	London, Rotterdam & Hamburg via Oran.		
"GLENSHIEL" ...	9th Dec.	"GLENTARA" ...	...	29th Dec.
"PEMBROKESHIRE"	26th Dec.	London, Rotterdam & Hamburg via Oran.		
"GLENIFFER" ...	6th Jan.	"GLENSHIEL" ...	...	26th Jan.
"GLENOGLE" ...	20th Jan.	London, Rotterdam & Hamburg via Oran.		

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.,
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Telephones: Central No. 215 sub-ex. 23, and Central 3816. [9

NORDDEUTSCHER LLOYD, BREMEN.

FAR EASTERN PASSENGER AND FREIGHT SERVICE.

Cabin class £73. 4s. 0d. } To GENOA.
Intermediate class £48. 2s. 0d. }

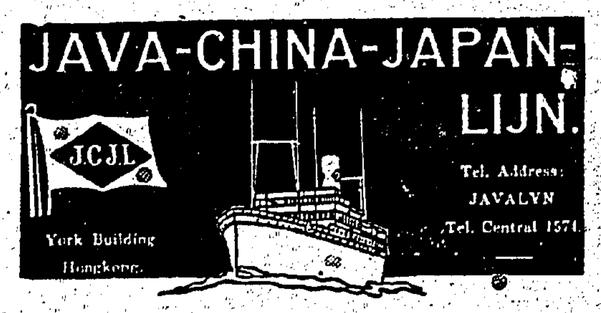
NEXT SAILINGS:

STEAMERS: *ACCOMMODATION FOR 100 CABIN CLASS AND 150 INTERMEDIATE CLASS PASSENGERS.	ARRIVAL AT HONGKONG AND SAILINGS FOR: SHANGHAI AND JAPAN.	SAILINGS FROM HONGKONG TO: GENOA, AMSTERDAM, ROTTERDAM, HAMBURG, AND BREMEN VIA MANILA, SINGAPORE, BELAWAN, COLOMBO AND PORT SAID.
*s.s. "SAARBRUECKEN"	———	14th November, 1926.
*s.s. "COBLENZ" ...		11th December, ,,
*s.s. "YORK"	2nd December, 1926	2nd January, 1927.
*M.S. "FULDA"	30th December, ,,	6th February, ,,
*s.s. "DERFFLINGER"	27th January, 1927.	26th February, ,,
*s.s. "TRIER"	25th February, ,,	26th March, ,,
*s.s. "SAARBRUECKEN"	25th March, ,,	30th April, ,,
*s.s. "COBLENZ"	22nd April, ,,	21st May, ,,

For Freight and Passage, please apply to—

MELCHERS & CO.,
Telephone C. 4557.
3, Queen's Building, Chater Road. Agents, HONGKONG. [20

JAVA-CHINA-JAPAN-LIJN.



REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
HUBRO ...	JAVA	7th Nov.	9th Nov.	CANTON
TJILEBOET ...	JAVA & M'KSAR	7th ,,	10th ,,	S'HAI. & NORTH CHINA
TJISALAK ...	N. CHINA & AMOY	10th ,,	12th ,,	BATAVIA
TJILIWONG ...	TJILATJAP	11th ,,	———	———
TJISONDARI ...	BATAVIA	14th ,,	17th ,,	SHANGHAI
TJISAROEA ...	SHANGHAI	15th ,,	18th ,,	BATAVIA
TJIBODAS ...	M'KSAR & MANILA	20th ,,	22nd ,,	SWATOW
TJITAROEM ...	N. CHINA & AMOY	24th ,,	26th ,,	MAKASSAR & JAVA
TJIKEMBANG ...	BATAVIA	28th ,,	1st Dec.	SHANGHAI
TJISONDARI ...	SHANGHAI	29th ,,	2nd ,,	BATAVIA

Wireless Telegraphy.
The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon Passengers. All steamers carry a duly qualified surgeon.
Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage, apply to the
10] JAVA-CHINA-JAPAN LIJN.

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES,

BOSTON, NEW YORK & BALTIMORE

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. Co., LTD.)

S.S. "CITY OF CAIRO" ... ... via Suez Canal ... ... 3rd December
S.S. "COLORADO" ... ... via Suez Canal ... ... 31st December

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE

(ANDREW WEIR & Co., LONDON.)

Sailings from Hongkong

M.V. "FORRESBANK" ... ... Via Suez Canal ... ... 2nd Half November

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. Co., LTD.)

S.S. "CITY OF PEKIN" ... Marseilles, London, Hamburg, Dunkirk & Havre... 15th November.
S.S. "CITY OF TOKIO" ... Marseilles, London, Hamburg & Havre ... ... 13th December

FARES TO LONDON "A" 1st Class £88. 2nd Class £60.
"B" 1st Class £80. 2nd Class £55.

MAURITIUS & SOUTH AFRICA

ORIENTAL-AFRICAN LINE

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

AUSTRAL-EAST INDIES LINE.

(ELLERMAN & BUCKNALL S.S. Co., LTD.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney, and *Vice Versa*.

Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to:—

THE BANK LINE LTD.

Tel. Cent. 4791. [22

PRINCE LINE

IMPROVED SERVICE

BY

FAST MOTOR VESSELS

TO

BOSTON
NEW YORK
PHILADELPHIA

M.V. "ASIATIC PRINCE" ... ... 4th December, 1926

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)

Telegrams: Furnprince. King's Building. [19

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE STEAMSHIP

"VAN OVERSTRATEN"

Due to sail to SINGAPORE, BELAWAN-DELI and PENANG, on 11th November.

Offers excellent Saloon accommodation.
All lower berths. Doctor carried.
English cuisine. Wireless telegraph

1st Class Fare to Singapore—$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to 8 destinations in the Netherlands East Indies and Australia.

Agents:—

JAVA-CHINA-JAPAN-LIJN

Telephone 1574. YEAR BUILDING, CHATER ROAD. [12

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).

MAIL AND PASSENGER STEAMERS TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"MANTUA"	10,902	13th Nov., Noon	Marseilles and London
"DEVANHA"	8,155	25th Nov.	Singapore, Penang, Colombo & Bombay.
"KARMALA"	9,128	27th Nov.	Marseilles, Casa Blanca, London, Antwerp and Hull.
"DELTA"	8,097	9th Dec.	Singapore, Penang, Colombo and Bombay.
"MACEDONIA"	11,089	11th Dec.	Marseilles and London.
"NELLORE"	6,852	22nd Dec.	Singapore, Penang, Colombo and Bombay.
"KHIVA"	9,135	25th Dec.	Marseilles, London and Antwerp.
"MIRZAPORE"	6,715	3rd Jan.	Marseilles, London, Hamburg & Rotterdam.
"NYANZA"	7,023	6th Jan.	Singapore, Penang, Colombo and Bombay.
"MALWA"	10,941	8th Jan.	Marseilles and London.
"KALYAN"	9,144	22nd Jan.	Marseilles, London and Antwerp.
"DEVANHA"	8,155	28th Jan.	Singapore, Penang, Colombo & Bombay.
"MOREA"	10,918	5th Feb.	Marseilles and London.
"DELTA"	8,097	18th Feb.	Singapore, Penang, Colombo and Bombay.
"KASHMIR"	9,005	19th Feb.	Marseilles, London and Antwerp.
"NELLORE"	6,852	3rd March	Singapore, Penang, Colombo & Bombay.
"MANTUA"	10,902	5th March	Marseilles and London.
"KASHGAR"	9,005	12th March	Marseilles, London, Antwerp & Rotterdam.
"NYANZA"	7,023	17th March	Singapore, Penang, Colombo & Bombay.
"MONGOLIA"	16,504	19th March	Marseilles & London.
"MACEDONIA"	11,120	2nd April	Marseilles and London.
"DEVANHA"	8,155	9th April	Marseilles, London, Antwerp & Rotterdam.
"KARMALA"	9,128	16th April	Marseilles, London and Antwerp.
"DELTA"	8,097	28th April	Singapore, Penang, Colombo & Bombay.
"MALWA"	10,980	30th April	Marseilles and London.
"KHIVA"	9,138	14th May	Marseilles, London and Antwerp.
"MOREA"	10,198	28th May	Marseilles and London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA—APCAR SAILINGS

"TAKADA"	6,949	14th Nov. Singapore, Penang and Calcutta.
"TILAWA"	10,000	29th Nov. do.
"TALAMBA"	8,018	3rd Dec. do.
"TALMA"	10,000	10th Dec. do.
"SHIRALA"	7,841	24th Dec. do.
"TAKLIWA"	7,936	2nd Jan. do.
"TAKADA"	6,949	6th Jan. do.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"TANDA"	6,956	2nd Dec.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,500	31st Dec.	
"ARAFURA"	6,000	28th Jan.	
"TANDA"	6,956	4th Mar.	
"ST. ALBANS"	4,500	1st April	
"ARAFURA"	6,000	29th April	

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.
The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambugan, Tawao, Timor, Darwin, or other ports en route as inducement offers.
Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, —Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"DELTA"	8,097	12th Nov., 4 p.m.	Shanghai, Moji and Kobe.
"NELLORE"	6,853	13th Nov., Noon	Moji and Kobe.
"TALAMBA"	8,018	14th Nov.	Kobe and Osaka.
"TALMA"	10,000	21st Nov.	Kobe.
"KHIVA"	9,135	23rd Nov.	Shanghai, Moji and Kobe.
"MACEDONIA"	11,089	26th Nov.	Shanghai only.
"SHIRALA"	7,841	2nd Dec.	Shanghai & Kobe.
"ST. ALBANS"	4,500	7th Dec.	Moji, Kobe, Osaka and Yokohama.
"MALWA"	10,914	10th Dec.	Shanghai, Moji and Kobe.
"NYANZA"	7,023	11th Dec.	Shanghai, Moji and Kobe.
"KASHMIR"	8,985	12th Dec.	Shanghai, Moji and Kobe.
"TAKLIWA"	7,936	13th Dec.	Kobe.
"TAKADA"	6,949	18th Dec.	Kobe.
"KALYAN"	9,144	24th Dec.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	4th Jan.	Moji, Kobe, Osaka and Yokohama.
"MOREA"	10,918	7th Jan.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	8th Jan.	Shanghai, Moji and Kobe.
"KASHGAR"	9,005	21st Jan.	Shanghai, Moji and Kobe.
"DELTA"	8,097	21st Jan.	Shanghai, Moji and Kobe.
"MANTUA"	10,902	4th Feb.	Shanghai, Moji and Kobe.
"NELLORE"	6,853	5th Feb.	Shanghai, Moji and Kobe.
"TANDA"	6,959	8th Feb.	Moji, Kobe, Osaka and Yokohama.
"MONGOLIA"	16,504	17th Feb.	Shanghai, Moji and Kobe.
"NYANZA"	7,023	18th Feb.	Shanghai, Moji and Kobe.
"MACEDONIA"	11,120	4th March.	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	8th March	Moji, Kobe, Osaka and Yokohama.
"DEVANHA"	8,155	12th March	Shanghai, Moji and Kobe.
"KARMALA"	9,128	18th March	Shanghai, Moji and Kobe.
"MALWA"	10,980	1st April	Shanghai, Moji and Kobe.
"DELTA"	8,097	1st April	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	5th April	Moji, Kobe, Osaka and Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on Londen and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Road Central, HONGKONG. Agents. [1

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN.

(Occupying 8 to 9 Days)

HAIHONG ... ... Friday, 12th November, at 1 p.m.
HAINING ... ... Tuesday, 16th November, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) or *vice versa* and Return by the same Steamer at the Reduced Rate of $30.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

General Managers.

CHINA NAVIGATION CO.,

LIMITED.

SWATOW & SHANGHAI	"CHENGTU"	On 12th Nov.,	6 a.m.
SHANGHAI & TSINGTAO	"SZECHUEN"	On 13th Nov.,	6 a.m.
SHANGHAI	"LUCHOW"	On 14th Nov.,	6 a.m.
AMOY, SWATOW & SINGAPORE	"ANHUI"	On 14th Nov.,	6 a.m.
SWATOW & BANGKOK	"KAYING"	On 15th Nov.,	4 p.m.
AMOY & SHANGHAI	"SHANTUNG"	On 16th Nov.,	6 a.m.
SWATOW & SHANGHAI	"SINKIANG"	On 18th Nov.,	Noon
SHANGHAI & TSINGTAO	"SUNNING"	On 20th Nov.,	6 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 20th Nov.,	4 p.m.

SALOON PASSAGE RATES, HONGKONG TO SHANGHAI and *vice versa*, Have Now Been Reduced To

$60 SINGLE AND $90 RETURN.

For Freights or Passage apply to— BUTTERFIELD & SWIRE.
TELEPHONE CENTRAL 36. Agents.

CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS,

VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.

HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUE HONGKONG ON OR ABOUT	SAILING HENCE ON OR ABOUT
TAIPING	In Port	16th November
CHANGTE	10th December	17th December
TAIPING	6th January	14th January
CHANGTE	8th February	15th February

For Freight and Passage Apply to—BUTTERFIELD & SWIRE.
TELEPHONE: CENTRAL 36. Agents. [5

DODWELL & CO., LTD.

NEW YORK BERTH.

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "WRAY CASTLE" ... ... Sails on or about 19th November.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

From Hongkong.

S.S. "VENEZIA" ... ... Sails on or about 9th December.
M.V. "ROMOLO" ... ... Sails on or about 6th January, 1927.
M.V. "REMO" ... ... Sails on or about 3rd February, 1927.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

From Hongkong.

M.V. "ESQUILINO" ... ... Sails on or about 10th December.
S.S. "VENEZIA" ... ... Sails on or about 7th January, 1927.
M.V. "ROMOLO" ... ... Sails on or about 4th February, 1927.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" ... ... Sails from Calcutta 31st January, 1927

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to:—

DODWELL & CO., LIMITED.

Telephone: Central 1080. Agents. [17

BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"NINGCHOW"	... ...	Via Suez Canal	19th November
"CITY OF CAIRO"	... ...	Via Suez Canal	3rd December.
"YANGTSZE"	... ...	Via Suez Canal	17th December.
"COLORADO"	... ...	Via Suez Canal	31st December.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON.

POST OFFICE NOTICE.

GENERAL HOLIDAY.

On Thursday, 11th inst. the G.P.O. and Branch Post Offices will be open from 8 a.m. to 9 a.m.

There will be one collection from the pillar-boxes and one delivery of ordinary correspondence as on Sundays, and one delivery of registered correspondence from the G.P.O. at 9 a.m.

The Money Order Office will be entirely closed.

INWARD MAILS.

From	Per	Due
Shanghai	*Shantung*	10th Nov.
U.S.A., Honolulu, Japan, Shanghai & Europe via Siberia	*Pres. Pierce*	11th Nov.
Manila	*Pres. Grant*	11th Nov.
Suez and Straits	*Hector*	11th Nov.
Suez and Straits	*Dardanus*	11th Nov.
Shanghai	*Luchow*	11th Nov.
Japan & Shanghai	*Manitou*	12th Nov.
Europe via Suez (letters & papers, London, 14th Oct., & parcels, 7th Oct.)	*Delta*	12th Nov.
Straits	*Talamba*	12th Nov.
Straits	*Nellore*	13th Nov.
U.S.A., Honolulu, Japan & Shanghai	*Shinyo Maru*	13th Nov.
U.S.A., Canada, Japan & Shanghai	*Pres. Madison*	15th Nov.
Japan and Shanghai	*Anhui*	16th Nov.
Manila	*Pres. Pierce*	19th Nov.
Japan and Shanghai	*Katori Maru*	20th Nov.
U.S.A., Honolulu, Japan & Shanghai	*Siberia Maru*	22nd Nov.
Manila	*Pres. Madison*	23rd Nov.

OUTWARD MAILS.

For	Per	Date
		Wednesday, 10th.
Batavia, Samarang and Sourabaya	*Cheribon Maru*	10.30 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa	*Canada Maru*	1.30 P.M.
Shanghai, Japan, Canada, U.S.A., C. & S. America & *Europe via Vancouver, B.C.—due Vancouver, B.C., 29th Nov.—Ship sails on Thursday, the 11th inst. at 1 a.m.	*Emp. of Russia*	Parcels 3.00 P.M.; Reg. 4.15 P.M.; Letters 5.00 P.M.
*Straits and Calcutta	*Nansang*	Parcels 5.00 P.M.; Thursday, 11th, Letters 9.00 A.M.
		Thursday, 11th,
Straits	*Van Overstraten*	9.00 A.M.
Swatow	*Chengtu*	9.00 A.M.
		Friday, 12th,
Java via Batavia	*Tjisalak*	10.30 A.M.
Swatow, Amoy and Foochow	*Hai Hong*	Noon
Shanghai, Japan, Canada, U.S.A., C. & S. America & *Europe via Victoria, B.C.—due Victoria, B.C., 2nd Dec., & Europe via Siberia (letters and postcards specially superscribed "Via Siberia" only)	*Pres. Grant*	Parcels Noon; Reg. 2.45 P.M.; Letters 3.30 P.M.
Manila	*Pres. Pierce*	1.30 P.M.
Shanghai	*Delta*	2.30 P.M.
Shanghai	*Szechuen*	5.00 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles—due Marseilles, 10th Dec.	*Mantua*	Parcels 5.00 P.M.; Reg. 13th, 9.45 A.M.; Letters 10.30 A.M.
		Saturday, 13th,
Japan	*Nellore*	10.00 A.M.
Shanghai	*Luchow*	5.00 P.M.
Amoy	*Anhui*	5.00 P.M.
		Sunday, 14th,
Swatow, Amoy and Formosa	*Kaijo Maru*	9.00 A.M.
		Monday, 15th,
Swatow and Bangkok	*Kaying*	2.30 P.M.
Amoy	*Shantung*	5.00 P.M.
		Tuesday, 16th,
Swatow and Bangkok	*Chaksang*	8.30 A.M.
Swatow, Amoy and Foochow	*Hai Ning*	Noon
Sandakan	*Mausang*	12.30 P.M.

*Correspondence bearing vessel's name only.

LONDON SERVICE.

"ANTENOR" 17th Nov. Mars., L'don., B'dam. & Glasgow.
"PYRRHUS" 30th Nov. Mars., L'don., B'dam. & Hamburg.
"HECTOR" 15th Dec. Mars., L'don., B'dam. & Glasgow.
"AUTOLYCUS" 28th Dec. Mars., L'don., B'dam. & Hamburg.

LIVERPOOL SERVICE.

"BELLEROPHON" 1st Dec. Havre, Liverpool & Glasgow.
"TITAN" 20th Dec. Genoa, Havre and Liverpool.

PACIFIC SERVICE.
(via KOBE & YOKOHAMA)

"PROTESILAUS" 25th Nov. Victoria, Vancouver & Seattle.
"TALTHYBIUS" 16th Dec. Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"NINGCHOW" 19th Nov. New York, Boston & Baltimore.
"YANGTSZE" 17th Dec. New York, Boston & Baltimore.

PASSENGER SERVICE.

"ANTENOR" 17th Nov. Singapore, Marseilles & London.
"HECTOR" 15th Dec. Singapore, Marseilles & London.
"AENEAS" 11th Jan. Singapore, Marseilles & London.
"SARPEDON" 9th Feb. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to:—

Butterfield & Swire,

Agents. [6

HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital $50,000,000
Issued and Fully Paid-up $20,000,000
Reserve Funds:—
Sterling £4,500,000
Silver $27,000,000
Reserve Liability of Proprietors $20,000,000

Head Office: Hongkong.

Court of Directors:
Hon. Mr. D. G. M. Bernard, Chairman.
Hon. Mr. A. O. Lang, Deputy Chairman.
W. H. Bell, Esq. J. A. Plummer, Esq.
A. H. Compton, Esq. T. G. Weall, Esq.
W. L. Pattenden, Esq. H. P. White, Esq.
G. M. Young, Esq.
Chief Manager: A. H. Barlow, Esq.

Branches:—

Amoy	Hongkew	Peking
Bangkok	Iloilo	Penang
Batavia	Ipoh	Rangoon
Bombay	Johore	Saigon
Calcutta	Kobe	San Francisco
Canton	Kuala Lumpur	Shanghai
Chefoo	Lyons	Singapore
Colombo	London	Sourabaya
Dairen	Malacca	Sungei Patani
Foochow	Manila	Tientsin
Haiphong	Moukden	Tokyo
Hamburg	Nagasaki	Tsingtao
Hankow	New York	Yokohama
Harbin		

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 27th May, 1926. [25

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

For the Hongkong & Shanghai Banking Corporation,
A. H. BARLOW,
Chief Manager.

Hongkong, 27th May, 1926. [2

BANQUE DE L'INDO-CHINE.
Head Office:
96, Boulevard Haussmann, Paris.

Subscribed Capital...Frs.72,000,000.00
Paid-up Capital ...Frs.68,400,000.00
Reserve Fund Frs.59,667,283.54

Branches:

Bangkok	Hanoi	Pondicherry
Battambang	Hongkong	Saigon
Canton	Mengtsz	Shanghai
Djibouti	Noumea	Singapore
FortBayard	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	Yunnanfou

Bankers:
In France: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale.
In London: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
In New York: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trusty Co., of New York.

Interest allowed on Current Accounts and Fixed Deposit according counts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted.

A. LECOT,
Manager.

Hongkong, 20th March, 1924. [32

THE BANK OF EAST ASIA, LIMITED.
Head Office: Hongkong.
10, Des Vœux Road Central.

Authorized Capital $10,000,000
Paid-up Capital 5,000,000
Reserve Fund 1,200,000

Branches and Agencies.

Canton	Osaka	Haiphong
London	Singapore	Batavia
Seattle	Melbourne	Kowloon
Nagasaki	Calcutta	New York
Tientsin	Saigon	Kobe
Manila	San Francisco	Peking
Bombay	Taipeh	Rangoon
Shanghai	Tokyo	Sourabaya
Paris	Penang	Semarang
Honolulu		

Correspondents in all principal cities of the world.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Safe Deposit Boxes To Let.

Kan Tong Po.
Chief Manager.

Hongkong, 22nd May, 1926.

THE BANK OF CANTON, LTD.
Head Office: Hongkong.
Established 1912.

Authorised Capital ...$1,200,000
Paid Up Capital $1,022,925
Silver Reserve Fund $ 700,000
Branches:—Canton, Shanghai, Hankow, Swatow, Bangkok, New York and San Francisco.
Correspondents in all Principal Cities of the World.
London Bankers:—The Lloyds Bank, Limited.

Every description of banking business transacted.

Safe Deposit Boxes in various sizes to be let from $5.00 to $40.00 yearly.

LOOK POON SHAN,
Chief Manager.

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COMMERCIAL.

OPENING QUOTATIONS.

	November 9th, 1926.
On London.—	
Telegraphic Transfer	1/10⅞
Bank Bills, on demand	1/10 13/16
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	1/11
Credits, at 4 months' sight	1/11 13/16
Documentary Bills, 4 months' sight	1/11 15/16
On Paris.—	
Bank Bills, on demand	1,370
Credits, 4 months' sight	1,590
On New York.—	
Bank Bills, on demand	46⅛
Credits, at 60 days' sight	47⅛
On Bombay.—	
Telegraphic Tranfer / Bank Bills, on demand	127½
On Calcutta.—	
Telegraphic Transfer / Bank Bills, on demand	127½
On Shanghai.—	
Bank Bills, at sight / Private, 30 days' sight	nom.
On Yokohama.—On demand	93½
On Manila.—On demand	92
On Singapore.—On demand	82
On Batavia.—On demand	114
On Haiphong.—On demand	nom.
On Saigon.—On demand	nom.
On Bangkok.—On demand	97½
Sovereign, Bank's Buying rate	$10.26
Gold Leaf, 100 fine, per tael	—
Bar Silver, per oz.	24 15/16

THE MERCANTILE BANK OF INDIA, LIMITED.
Head Office:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital £3,000,000
Subscribed Capital £1,800,000
Paid-up Capital £1,050,000
Reserve Fund £1,350,000

Bankers:
The Bank of England and Midland Bank, Ltd.

Branches:

Bangkok	Kandy	Penang
Batavia	Karachi	Port Louis (Mauritius)
Bombay	Kota Bharu	Rangoon
Calcutta	Kuala Lumpur	Shanghai
Colombo	Kuantan	Simla
Delhi	(Pahang)	Singapore
Galle	Madras	Sourabaya
Hongkong	New York	
Howrah		

Hongkong Branches:
Every description of Banking and Exchange Business transacted.
Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

C. L. C. SANDES, Manager.
7, Queen's Road Central,
Hongkong, June 17th, 1926. [29

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.
(Incorporated in France).

5, Chater Road, Victoria, Hongkong.

Head Office:
74, Rue St. Lazare, Paris.

Capital .....Frs. 20,000,000
Reserves .....Frs. 11,160,000
Special Working Capital .....Frs. 50,000,000

Branches:

Paris	Lyons	Marseilles
Saigon	Haiphong	Hanoi
Peking	Shanghai	Tientsin
Canton	Hongkong	

Bankers:
France: Société Generalé, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.
London: Midland Bank, Ltd.
New York: Irving Bank, Columbia Trust Co.

Every description of Banking and Exchange Business transacted.
Correspondents throughout the World.

A. ROLLIN,
Manager.

Hongkong, 2nd December, 1925.

THE BANK OF TAIWAN, LTD.
(Taiwan Ginko.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ...Yen 45,000,000
Capital (Paid-up) ....Yen 39,375,000

Head Office:—Taipeh, Formosa.

Branches:
Japan:—Tokyo, Yokohama, Kobe, Osaka.
Formosa:—Giran, Kagi, Karenko, Keelung, Makong, Nanto, Shinchiku, Taichu, Tainan, Takao, Tamsui, Toen, Heito, Taito.
China:—Shanghai, Hankow, Amoy, Foochow, Swatow, Canton.
Others:—Hongkong, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York, Calcutta.

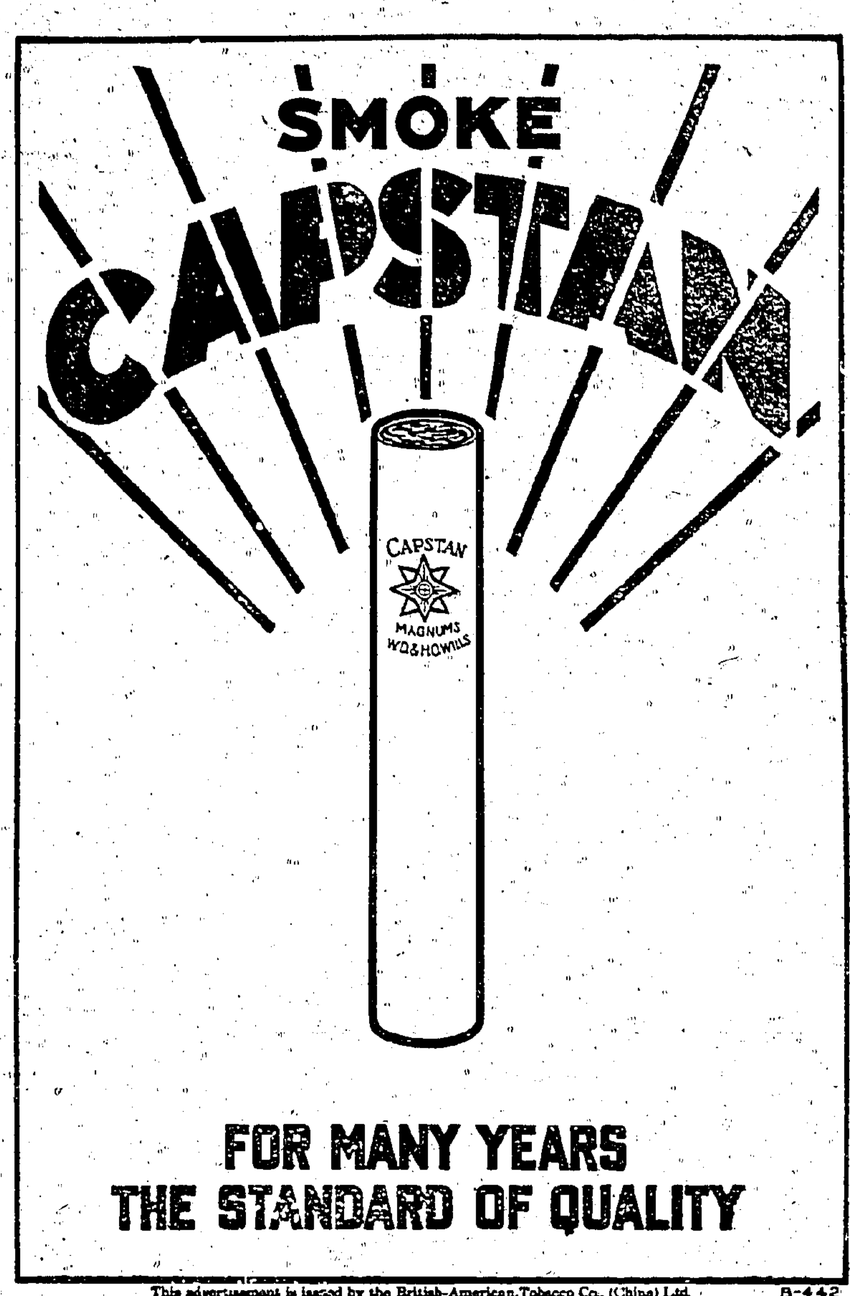
London Bankers:
The London County Westminster and Parr's Bank.

The Bank has Correspondents in the Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, Africa, &c.

Interest allowed on Current Accounts, and Fixed Deposits at Rates which will be quoted on application.

T. TAKAGI,
Manager,
Hongkong Branch.

8, Des Vœux Road, Central
Hongkong, 11th May, 1926. [27



This advertisement is issued by the British-American Tobacco Co., (China) Ltd. B-442

THE BANK OF CHINA.
中華銀行

(Specially authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital...$60,000,000.00
Paid-up Capital 19,780,200.00
Reserve Fund 9,984,398.69

Head Office:—Peking.
Hongkong Branch:—4, Queen's Road Central.
Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.
London Bankers:—The Guaranty Trust Co. of New York, The National Provincial Bank, Ltd.
New York Bankers:—The Equitable Eastern Banking Corporation, The Irving Bank-Columbia Trust Co.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on Approved Securities.

Special facilities for domestic exchange.

TSUYEE PEI,
Manager.

Hongkong, January 16th, 1926. [38

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.
(Netherlands Trading Society).

Established 1824.
Hongkong Branch established 1906.

Authorized Capital Guilders 150,000,000 (£12,500,000)
Paid-up Capital " 80,000,000 (£6,666,670)
Reserve Fund " 21,117,340 (£1,759,778)
Special Reserves " 22,660,000 (£1,888,330)

Head Office:—Amsterdam.
Eastern Head Office:—Batavia.
Branches:—Bandjermasin, Bandoeng, Bombay, Calcutta, Cheribon, Djember, Djokjakarta, The Hague, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang, Pecalongan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap, Weltevreden and Sibolga (Sumatra).
London Bankers:—National Provincial Bank, Ltd.
Correspondents all over the World.
Banking Business of Every Description.

T. C. MAASSEN,
Acting Manager.

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THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid-up) .....Yen 100,000,000
Reserve Fund .....Yen 89,500,000

Head Office: Yokohama.

Branches and Agencies at:

Batavia	Kai Yuen	Rangoon
Bombay	Karachi	Soerabaya
Buenos Ayres	Kobe	San Francisco
Calcutta	London	Seattle
Canton	Lyons	Semarang
Changchun	Los Angeles	Shanghai
Dairen	Manila	Singapore
(Dalny)	Nagasaki	Shimonoseki
Fengtien	Nagoya	Sydney
(Mukden)	Newchwang	Tientsin
Hamburg	Osaka	Tokyo
Hankow	New York	Vladivostock
Harbin	Peking	Tsinanfu
Honolulu	Rio de Janeiro	Tsingtau

Interest allowed on Current Accounts.

Deposits received for Fixed Periods at rates to be obtained on application.

C. ARIMA, Manager.

Hongkong, 11th Sept., 1926. [35

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
Incorporated by Royal Charter, 1853.

Head Office: London.

Paid-up Capital £3,000,000
Reserve Fund £4,000,000
Reserve Liability of Proprietors £3,000,000

Agencies and Branches.

Alor Star (Malay States)	Iloilo	Rangoon
Ameitsar	Ipoh	Saigon
Bangkok	Karachi	Semarang
Batavia	Klang	Sibu
Bombay	Kobe	Singapore
Calcutta	Kuala Lumpur	Sourabaya
Canton	Kuching	Taiping
Cawnpore	Madras	(F.M.S.)
Cebu	Manila	Tavoy
Colombo	Medan	Tientsin
Delhi	New York	Tokyo
Haiphong	Peking	Tsingtao
Hamburg	Penang	Yokohama
Hankow	Peshawar	Zamboanga (Philippine Islands).
Hongkong	Puket	

Foreign Exchange and General Banking Business transacted.

Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.

Hongkong, August 1st, 1926. [30

EQUITABLE EASTERN BANKING CORPORATION, AN AMERICAN BANK.

CAPITAL and SURPLUS U.S. $3,000,000.00

HEAD OFFICE:
37, Wall Street, NEW YORK.

BRANCHES:
SHANGHAI.

General Banking and Exchange Business.
Interest Allowed on all Deposits.
Rates on Application.

London and Paris Agents: Equitable Trust Co., of N.Y.

38] D. M. BIGGAR, Manager.

P. & O. BANKING CORPORATION, LIMITED.

Paid Up Capital £2,594,160
Reserve Fund £180,000
Head Office:
122, Leadenhall Street, London, E.C. 3.

The Corporation undertakes General Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal towns of the World.

L. E. HOPKINS,
Manager,
Prince's Buildings, Chater Rd.,
36] Hongkong.

To the Publisher
"HONGKONG WEEKLY PRESS",
1A, Chater Road, Hongkong.

Please send me the
"Hongkong Weekly Press"
from ..... 1926 to .....
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$15.00 per annum to any part of the world (including postage).

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